

# SECTION C



PERFORMANCE WORK STATEMENT (PWS)

for

AIRCRAFT/GROUND FUEL SERVICES

under

SOLICITATION SP0600-04-R-0074

NAVAL AIR ENGINEERING STATION

LAKEHURST, NJ 08733-5075

## TABLE OF CONTENTS

(To quickly move to a specific section, point to the line and left click.)

<b>C-1.0</b>	<b>GENERAL.....</b>	<b>1</b>
C-1.1	DESCRIPTION .....	1
C-1.2	MISSION.....	1
C-1.3	CONTRACT PERFORMANCE .....	1
C-1.4	DETAILED PLANS .....	2
C-1.5	CONTRACT TURNOVER .....	3
C-1.6	PLANNING INFORMATION .....	4
-1.7	OPERATING HOURS.....	4
C-1.8	STAFFING.....	6
C-1.9	QUALIFICATIONS .....	6
C-1.9.1	Essential Personnel .....	6
C-1.9.2	Service Personnel.....	7
C-1.10	RESERVE TRAINING .....	10
C-1.11	CORRESPONDENCE AND VISITS.....	10
C-1.12	INFORMATION AND RECORDS MANAGEMENT .....	10
<b>C-2.0</b>	<b>SPECIFIC TASKS (FIRM FIXED PRICE) .....</b>	<b>11</b>
C-2.1	TASKS AND SERVICES .....	11
C-2.2	FUEL SERVICING OPERATIONS.....	11
C-2.2.1.1	Fuel Dispatch Center .....	11
C-2.2.2	Aviation Fuel Servicing Operations.....	12
C-2.3	BULK STORAGE OPERATIONS .....	14
C-2.4	SERVICE STATION OPERATIONS.....	14
C-2.5	GROUND FUEL DELIVERY .....	14
C-2.6	USED OIL HANDLING.....	15
C-2.7	RECYCLABLE JET FUEL HANDLING.....	15
C-2.8	CRYOGENIC STORAGE AND DISTRIBUTION .....	15
C-2.9	INVENTORY, ACCOUNTING, AND ADMINISTRATION.....	15
C-2.10	QUALITY SURVEILLANCE .....	17
C-2.11	PROPERTY MANAGEMENT AND MAINTENANCE .....	18
C-2.12	PREVENTIVE MAINTENANCE - FACILITIES AND EQUIPMENT .....	19
C-2.13	TRAINING AND RECORDS KEEPING .....	20
C-2.14	SAFETY PROGRAM.....	21
C-2.15	ENVIRONMENTAL PROTECTION .....	22
C-2.16	SECURITY .....	24
C-2.17	PROPERTY INVENTORY AND ACCOUNTABILITY .....	25
C-2.18	USE OF GOVERNMENT FACILITIES .....	25
<b>C-3.0</b>	<b>CONTRACTOR-FURNISHED EQUIPMENT .....</b>	<b>26</b>
C-3.1	VEHICLES .....	26
C-3.1.2	Prime Mover, Trucks and Tractors .....	26
C-3.1.3	Refuelers .....	28
C-3.1.4	Defueler .....	33
C-3.1.5	Ground Fuel Delivery Trucks .....	33
C-3.1.6	Used Oil (Fuel) Truck.....	35
C-3.1.7	Recyclable Jet Fuel Truck.....	35
C-3.1.8	Vacuum Truck .....	35
C-3.1.9	Utility Vehicles .....	35
C-3.1.10	Prefabricated Building(s).....	35
C-3.2	RECORDS, INSPECTIONS AND DISPOSITION OF PROPERTY .....	35
C-3.2.4	Disposition of Property.....	36

C-3.3	OTHER CONTRACTOR PROVIDED EQUIPMENT AND SUPPLIES .....	36
C-3.4	UNIFORMS AND PROTECTIVE EQUIPMENT.....	38
<b>C-4.0</b>	<b>LOGISTICS SUPPORT, COST REIMBURSABLE.....</b>	<b>39</b>
C-4.1	COST REIMBURSEMENT .....	39
C-4.2	SERVICES REQUIRING A TASK ORDER .....	39
C-4.2.1	Contractor Purchasing System.....	39
C-4.2.2	Maintenance and Repair by Task Order .....	40
C-4.3	AUGMENTATION .....	40
TABLE 1	HOURS OF OPERATION .....	5
TABLE 2	SQUADRONS AND AIRCRAFT ASSIGNED <sup>(1)</sup> .....	13
TABLE 3	ADMINISTRATION AND ACCOUNTING WORKLOAD DATA .....	16
TABLE 4	QUALITY SURVEILLANCE, SAMPLES AND TESTS .....	17
TABLE 5	TRAINING REQUIREMENTS .....	21
TABLE 6	SAFETY PLAN.....	22
TABLE 7	ENVIRONMENTAL PROTECTION.....	23
TABLE 8	SECURITY MEASURES .....	24
APPENDIX A	GOVERNMENT FURNISHED FACILITIES .....	42
APPENDIX B	GOVERNMENT FURNISHED EQUIPMENT, SUPPLIES, AND SERVICES .....	43
APPENDIX C	DEFINITIONS, ACRONYMS, AND ABBREVIATIONS .....	45
APPENDIX D	REFERENCE DOCUMENTS.....	49
APPENDIX E	MAPS.....	50
APPENDIX F	QUALITY SURVEILLANCE PROGRAM.....	51

## Notes

Words, phrases, references, and notations highlighted in **medium blue and underlined** are **hypertext** or links to the area of the PWS or files being referenced. Simply point to and click (left mouse button) to jump to that area or referenced. For instance, point to and click on **Table 1, Hours of Operation**, to quickly get to and view that table. To return to your original point (here), click on the aqua blue “back” arrow, the arrow pointing to the edge of the screen, at the upper left corner of the page screen. Note that the hypertext turns a **medium violet** once it has been used; however, it can be use as often as needed. It will return to the **medium blue** once you save the file and reboot your computer.

If applicable, words, phrases, and sections highlighted in **red** refer to outlying (**NALF and OLF**) fields.

If applicable, words, phrases, and sections that may be highlighted in **sky-blue** refer to **cryogenic** operations.

If any, Sections **highlighted in yellow** represent equipment, components, and issues that may or may not be applicable, required, or desirable to the specified location but are included for review. Delete or modify such references as applicable.

## C-1.0 GENERAL

### C-1.1 Description

**C-1.1.1 Responsibilities:** This Performance Work Statement (PWS) is established to identify the responsibilities of the Alongside Aircraft Refueling Contractor (AARC), hereafter referred to as the Contractor, to provide limited maintenance and care for Government owned facilities and equipment at **Naval Air Engineering Station (NAES) Lakehurst (Maxfield Field), NJ**, hereafter referred to as **NAES Lakehurst**. Furthermore, this PWS establishes the Contractor's responsibility to furnish, manage, maintain, and operate mobile fuel servicing equipment required and necessary to support the facilities, equipment, vehicles, and aircraft assigned to and as may transit, deploy to and operate or exercise from NAES Lakehurst.

#### Note

Unless specified otherwise, i.e. *two (2) 20,000-barrel jet fuel tanks*, all figures, tables of figures, and data regarding the receipt, movement, issue, measurement, and inventory of products, to include cryogenics products, are stated in US Gallons.

**C-1.1.2 Facilities, General:** Except as outlined herein, the government operates all of the NAES Lakehurst fuel facilities which consist of a small bulk JP8 storage system and a service station. Other than connecting to the Government furnish and maintained facilities to fill its servicing equipment, the Contractor has no responsibility for the systems other than reporting system malfunctions that may be observed during the truck fill operation. Aside from that, the dispatch center and driver's ready room, the site manger and administrative offices, the refueler maintenance bay, and the Government/Contractor shared fuel laboratory are located in Building 278. The truck parking area is location in front of but across the street from Building 278.

### C-1.2 Mission

**C-1.2.1 Mission Support Functions:** NAES Lakehurst is engineering test and evaluation facility supporting aviation units worldwide. Units/aircraft deploy to and operate from NAES Lakehurst under various projects for which fuel support is require. NAES Lakehurst also supports a small US Army helicopter unit, a contractor operated commuter passenger service, and transient aircraft as may land at NAES Lakehurst. In support of these operations, the Contractor shall be responsible for the following fuels management functions.

- ✓ Fuel services (issue and defuel) of aviation fuels to aircraft, ground support equipment, and facilities using mobile refueler and/or fixed direct refueling/pantograph and hose systems
- ✓ Fuel services (issue and defuel) of ground fuel products via mobile fuel servicing truck
- ✓ Product quality surveillance, sampling and testing, and fuel laboratory operations

**C-1.2.2 Mission Support Responsibility:** The receipt (fill of equipment), handling, and delivery of petroleum products to units assigned to or as may transit, deploy to, or take part in engineering programs and exercises at NAES Lakehurst shall be the responsibility of the Contractors.

### C-1.3 Contract Performance

**C-1.3.1 Performance:** The Contractor shall perform the tasks identified herein and achieve the performance standards outlined for each task. The Contractor shall, as outlined in [Section C-1.4, Detailed Plans](#), submit plans that demonstrate its capability to meet all performance standards and comply with all applicable Federal, state, and local laws, DOD policy, instructions and regulations, and NAES Lakehurst instructions and guidelines. Except as specified herein, the Contractor shall be responsible for obtaining computer access to or obtaining copies of all Federal and state laws, regulations, codes, and commercial/civil guidelines, including changes thereto, that are required and necessary to the performance of this contract. As noted in [Appendix D, Reference Documents](#), the contracted activity will provide a single copy of applicable DOD, Service, and local instructions, and changes thereto required under this contract.

**C-1.3.2 Drug Free Workplace:** As outlined in [Section I, Clause I102.04, Drug-Free Workplace](#), the Contractor shall endeavor to maintain a drug-free workplace through the implementation of the steps outlined within the aforementioned reference.

**C-1.3.3 Surveys:** In addition to the documentation generated under [Appendix F, Quality Surveillance Program](#), the Government may perform customer satisfaction surveys, which may be used as part of the assessment of contract performance. The COR has the option to increase the frequency of surveys to address contract compliance issues as needed.

## **C-1.4 Detailed Plans**

**C-1.4.1 General:** As specified herein, the Contractor shall submit detailed plans to the Government for review and acceptance. The required plans shall address the full range of fuel management related issues that apply to the contracted functions at NAES Lakehurst. All plans are considered dynamic documents that may require review and updating over the course of the contract. Plans to be submitted within 60 days of contract award provide the contracted activity time to review the documents and recommend changes prior to the contract start date. For those plans not required until after the contract start date, the Contractor shall comply with existing Government practices and procedures during the initial performance period. The ***bold Italics*** comments of the following paragraphs specify when each plan or a summary thereof is due and to whom it will be submitted. See [Section L, Instructions, Conditions, and Notices to Offers or Quoters, Clause L2.31](#), regarding the submission of summary plans for technical evaluation.

**C-1.4.1.1 Plan Summaries:** Summary plans shall be submitted for technical review. See [Section L, Instructions, Conditions, and Notices to Offers or Quoters, Clause L2.31](#), regarding the submission of summary plans for technical evaluation.

**C-1.4.1.2 Completed Plans Set:** Once the entire plans requirement is complete, the Contractor shall provide a complete set of required plans on Compact Disc (CD) in Adobe pdf format to the contracted activity COR, NAVPETOFF FMB, and the DESC contracting specialist.

**C-1.4.2 Contract Compliance Plan:** Pursuit to the provisions of [Section E, Inspection and Acceptance, Clause E5.03](#), the Contractor shall provide a comprehensive and detailed plan that will ensure contract compliance. The plan, an internal, self-inspection system acceptable to the Government, shall address methods for meeting the performance standards established within [Section C-2.0, Specific Tasks](#). ***The complete Contract Compliance Plan shall be submitted to the contracted activity within 60 days of the contract start date.***

**C-1.4.3 Product Quality Surveillance Plan:** A comprehensive plan to ensure that products placed in the care of the Contractor are properly handled, remains on-specification, and are ready for issue. The plan shall include policy and procedure regarding sampling, testing at the level applicable to the specified fuel laboratory, laboratory equipment, documentation of tests, reports and records keeping, and actions to be taken in case of unacceptable test results. The plan shall fully outline Contractor responsibilities for quality surveillance under [Section C-2.0, Specific Tasks](#). ***The Product Quality Surveillance Plan shall be submitted to the contracted activity within 60 days of contract award.***

**C-1.4.4 Environmental Protection Plan:** Based on the requirements of [Section C-2.15, Environmental Protection](#), the Contractor shall submit a comprehensive and detailed plan outlining procedures necessary to protect the environment in accordance with all applicable DOD, USN regulations, and local laws. ***The Environmental Protection Plan shall be submitted to the contracted activity within 60 days of contract award.***

**C-1.4.5 Contract Contingency Plan:** The Contract Contingency Plan shall outline Contractor actions to ensure there are no significant interruption of services resulting from labor disputes, catastrophic failure of equipment, or the effects of national disasters/emergencies within the Contractor's control. The plan shall provide specific details regarding labor issues as may result from potential strike actions, military contingency and war time manning requirements, subcontracting as may be required to meet manning requirements, and the replacement of equipment anticipated to be out of service for more than 72 hours. The Contractor shall be responsible for repairing or replacing inoperable equipment or obtaining additional equipment and manpower required to carry out day-to-day and contingency operations. Upgrading or modifying equipment to meet specific off station and public, over-the-road requirements, licensing or obtaining permits for equipment and personnel to operate on public roads, and adherence to insurance requirements shall be the responsibility of the Contractor. ***The Contract Contingency Plan shall be submitted to the contracted activity within 60 days of contract award and shall be fully implemented at contract start up.***

**C-1.4.6 Maintenance Plan:** A Maintenance Plan applicable to government facilities is not required under this contract. Maintenance of Building 278 is limited to janitorial services of occupiable space within the building and reporting observed malfunctions to the COR.

**C-1.4.7 Operations Plan:** The Operations Plan is a comprehensive and detailed set of procedures systematically outlining all aspects and requirements, including emergency operating and shutdown procedures and staffing plans, for the tasks specified in [Section C-2.0, Specific Tasks](#). *The Operations Plan shall be submitted to the contracted activity within 60 days of the start of the performance period.*

**C-1.4.8 Inventory Control and Accountability Plan:** A comprehensive and detailed plan to ensure Contractor compliance with the inventory and reporting requirements of DOD 4140.25M, DOD Management of Bulk Petroleum Products, Natural Gas, and Coal. Contractor performance with regard to the Fuels Automated System (FAS) and other fuel accounting issues as outlined in [Section C-2.9, Inventory and Accounting](#), shall also be covered. *The Inventory Control and Accountability Plan shall be submitted to the contracted activity within 60 days of the start of the contract.*

**C-1.4.9 Fuel Safety Plan:** As reflected in [Section C-2.1, Safety Program](#), the contractor shall provide a detailed plan outlining product handling characteristics and the procedures necessary to maintain a safe working environment. The plan, a compendium of references, local laws, and regulations applicable to the products stored and handled, Material Safety Data Sheets, and guidelines regarding the handling of such products shall be maintained and updated over the course of the contract. *The Fuel Safety Plan shall be submitted to the contracted activity within 60 days after contract award.*

**C-1.4.10 Security Plan:** A detailed security plan as summarized in [Section C 2.16, Security](#), shall clearly identify Contractor responsibility for maintaining the security of Government facilities, equipment, data processing computer systems, and materials, as well as any Contractor furnished equipment, tools, and materials. *The Security Plan shall be submitted to the contracted activity within 60 days after contract award.*

**C-1.4.11 Training Plan:** The Contractor shall publish a comprehensive plan outlining training requirements and objectives, see [Section C-2.13, Training and Records Keeping](#). It shall list course and subject titles, provide a brief description of the subject, identify training sources and the employees to be trained (by job classification), establish the frequency of training, and detail the method of monitoring plan compliance. Training required by state and local governments, i.e., Marine Terminal Operator, shall also be included. *See [Section L, Instructions, Conditions, and Notices to Offers or Quoters, Clause L2.31](#), regarding the submission of a summary Training Plan. The complete training plan shall be provided to the contracted activity during the contract turnover.*

**C-1.4.12 Transition Plan (New contract activities):** Not applicable under this contract.

## **C-1.5 Contract Turnover**

**C-1.5.1 Assistance:** In the event of a Contractor change and contract turnover, the successor Contractor shall, during the last 72 hours of the expiring contract, be provided assistance by the outgoing Contractor and the COR in accomplishing a joint facilities turnover inspection. The inspection shall provide for a facilities walk-through and property inventory (validation/update of [Appendix A, Government Furnished Facilities](#) and [Appendix B, Government Furnished Equipment, Supplies, and Services](#)), product sampling and testing, and a complete product inventory.

**C-1.5.2 Access:** On contract award, the successor contractor shall be granted access to the base and all contracted facilities to survey those facilities and observe operations necessary to the drafting of the detailed plans required under [Section C-1.4, Detailed Plans](#), above. During the last two weeks of the expiring contract, the outgoing Contractor shall permit personnel of the successor Contractor access to all contracted facilities to observe operations.

## C-1.6 Planning Information

**C-1.6.1 Workload:** Based on the workload data reflected by the various tables and exhibits of this PWS, the Contractor should plan to issue approximately **15,000** gallons of jet fuel to some **60** aircraft per month at NAES Lakehurst; however, workload surges of **86,719** gallons (May 01) or as many as **118** aircraft (March 02) have occurred. The Contractor should also plan to undertake, as outlined herein, ground fuel delivery as defined by and within the time frames established by [Table 1, Hours of Operation](#). With regard to ground fuel delivery tasks, the Government reserves the right to reprioritize/redirect such operations, change established schedules, add/delete delivery points as may be required by the Government and directed by the COR without charge to the contract or cost to the Government.

**C-1.6.2 Information:** Workload information for specific fuel services, i.e., the issue of products, quality surveillance, and other workload factors, are quantified to some extent in the various sub-sections of [Section C-2.0, Specific Tasks](#). The various exhibits to this PWS provide a more detailed view of product receipts and issues, and fuel services by truck and direct refueling systems, as may be applicable, in terms of total services by day and month, and average daily workload in four (4) hour increments. However, unforeseen workloads such as the testing of fuels after normal laboratory duty hours or contingency support of any type are not quantified. The data outlined herein is historic information provided to serve as the planning baseline for the fuel services functions. Based on this historic information coupled with real time flight operations schedules, aircraft/squadron deployments, exercise and training schedules, and air show/public exhibit schedules provided by the base, the Contractor shall be fully responsible for adjusting levels of and providing personnel and equipment to meet workload demands for day-to-day flight operations, exercises, air show/public exhibits, and other real time workload variances that may affect fuel services operations. As an aid to the Contractor, the contracted activity will, to the extent possible and practical, provide daily flight schedules, exercise/deployment schedules, identify all known and scheduled events the contractor will be responsible for supporting, and provide the Contractor schedules, correspondence, and message traffic regarding all such events.

**C-1.6.3 Outlook.** Discussions with Fuels Management regarding the current and future mission of NAES Lakehurst indicate there are no known or anticipated changes assigned units or to the mission or flight operations. This outlook does not however preclude fundamental changes in mission, flight-training schedules, and assignment of units as may be undertaken by the Department of Defense, the Navy, or other agencies that may be tasked to operated from NAES Lakehurst. The Contractor will be notified as the requirement for long-term changes are made known and contract adjustments are deemed necessary and appropriate.

## -1.7 Operating Hours

**C-1.7.1 Contractor Coverage:** As published in the Flight Information Supplement (FLIP), airfield operating hours for NAES Lakehurst are 0700 to 1900 Monday through alternate Fridays. The airfield is closed outside the aforementioned weekday hours, alternate Fridays, Saturdays, Sundays, and Federal holidays; however, aircraft maintenance activities and ongoing test projects requiring fuel services may be undertaken anytime. As a rule, [Table 1, Hours of Operation](#), establishes fuel services operating hours that meet or exceed the published airfield-operating window. The Contractor shall provide continuous and immediate fuel support services within the response time established in [Section C-2.2.2.2, Response](#), for the hours specified in [Table 1, Hours of Operation](#); however, the Contractor shall be fully capable of responding to the demand for all fuel support and services anytime, 24 hours per day, year-round, including holidays.

### NOTE

As used above, "shall be fully capable of," should not be construed to mean or imply a requirement for full time staffing outside the hours specified in [Table 1, Hours of Operation](#); however, see the note following [Section C-2.2.2.2, Response](#).



**C-1.7.2 Labor Categories:** Offers shall include all labor associated with all specified operations in the price for the appropriate Contract Line Item Number (CLIN). Work that is considered outside of normal operating hours, i.e., the servicing of aircraft outside the hours specified the [Table 1, Hours of Operation](#) and deemed necessary by the local command or real time contingencies, will be reimbursable as outlined in [Section C-4.3, Augmentation](#). The Government will reimburse the contractor only for approved augmentation worked by “service personnel,” as described in [Section C-1.9.2, Service Personnel](#). Essential personnel as listed in [Section C-1.9.1, Essential Personnel](#), are a part of the Contractor’s Management Team and shall not be considered to be “service personnel” as defined by [Section I, Clause I100, Service Contract Act of 1965](#), as amended.

**C-1.7.3 Hours of Operation:** The following is a table of petroleum functions for which the Contractor shall be responsible. The table clearly specifies the days of the week and the hours of the day each function shall be manned with qualified personnel and fully capable of accomplishing the assigned workload and/or performing common operator tasks necessary to assist other persons or parties that may be tasked to survey, inspect, monitor, adjust, refurbish, repair, or replace the equipment, systems, or facilities applicable to a function. Tasks commonly associated with a given function will normally be accomplished within the hours specified. Empty cells indicate that a function is not normally manned for the day(s) indicated by the column heading.

#### NOTE

The following table defines the days of the week and hours of operation for which the Contractor shall be responsible for providing immediate support/services. The table does not dictate or account for pre-operations equipment inspections, quality surveillance, or maintenance requirements, nor does it dictate the level of manning required to provide the support required.

**Table 1 Hours of Operation**

Hours of Operation (by function)			
Function <sup>(1)</sup>	Monday-Friday	Saturday	Sunday/Holidays
<a href="#">Site Manager (SM)</a>	Duties as Required		
<a href="#">Fuel Dispatch Center <sup>(2)</sup> (D/CO)</a>	0730-1900		
<a href="#">Aircraft Fuel Servicing Operations <sup>(4)</sup> (D/SO)</a>	0730-1900		
<a href="#">Vehicle Maintenance (D/SO (MVM))</a>	0730-1900		
<a href="#">Ground Fuel Delivery <sup>(5)</sup> (D/SO)</a>	0730-1900		
<a href="#">Fuel Laboratory Operations <sup>(6)</sup> (D/SO (FLT))</a>	0730-1900		

- (1) The entry following the functional description is the code for the employee/worker that would normally fill the position applicable to that function. See [Section C-1.9.1, Essential Personnel](#), and [Section C-1.9.2, Service Personnel](#). An indented line of activity indicates it is or may be a collateral duty of the preceding line. The specific time segments, i.e., Ground Fuel Delivery, Monday-Friday, 0700-1900, are provided for basic planning purposes. These specific time spans should not be construed to mean or imply that the function is undertaken only for the specified time indicated. As noted in [Section C-1.7.1, Contract Coverage](#), “the Contractor shall be fully capable of responding to demands for “all” fuel support and services anytime, 24 hours per day, year-round.”
- (2) Not used.
- (3) Driver/system operators (D/SO) assigned to night and weekend work periods for which there is no FAS qualified dispatcher/computer operator (D/CO) assigned, shall be provided basic FAS data input training and local password access to facilitate accurate FAS input of fuel services rendered.
- (4) Includes any and all mobile (truck) hot refueling via pantograph and hose set, and cold refueling/defueling of aircraft assigned to and as may transit, deploy to, or exercise from the contracted activity. Also includes the servicing of facilities and equipment as may be requested by authorized customers. Personnel assigned may include drivers, system operators, a mechanic, and other skilled personnel required and necessary to satisfy aircraft fuel servicing demands and other collateral duties identified herein. FAS/dispatch log data for hours beyond or outside that of the Fuels Dispatch Center may be updated by D/SO personnel assigned.
- (5) Ground fuel delivery, to include all grades of automotive gasoline, diesel fuel, heating oil, and jet fuel used in lieu of diesel may be a collateral duty to the driver/operators that provide aircraft fuel-servicing support. Ground fuel operations may include scheduled deliveries to outlying equipment sites and fields. Also see [Section C-2.4.3, Alternate Issues, Method, and Manning](#), regarding alternate ground fuel (service station) support operations.



- (6) Qualified driver/operators may perform fuel laboratory duties. The hours indicated allow for sampling/testing of equipment at/during equipment/facility inspections and the release of equipment for use during normal weekday duty hours. The Contractor shall also, to the extent required and requested, sample equipment, facilities, and aircraft defuels and perform quality testing necessary to satisfy weekend/holiday quality surveillance workload.

## C-1.8 Staffing

**C-1.8.1 General:** The Contractor shall provide the management and supervisory staff and labor to accomplish all petroleum receipt, storage, product handling, and issue operations, as well as all the related tasks identified in [Section C-2.0, Specific Tasks](#). The Contractor's staffing shall be flexible and fully capable of meeting the demands of multiple aircraft servicing operations via mobile refuelers, direct refueling system, and/or a combination of both to provide for hot or cold refueling services. Furthermore, the Contractor shall staff to undertake all required service station, quality surveillance, accounting, and other related services as may be outlined herein.

**C-1.8.1.1 Knowledge and Skills:** The Contractor shall ensure that personnel assigned to all tasks have the requisite knowledge and skills to meet the performance standards for those tasks and comply with all applicable Federal and state laws, regulations, and code. All employees shall be able to read and understand English (be literate) to the extent they can understand and follow oral instructions/directions, read and understand instructions, directives, regulations, and operating procedures, detailed written orders, and training materials, and be capable of writing in English to compose reports that convey complete thoughts. All employees shall be capable of performing basic numeric operations (addition, subtraction, multiplication, and division) and the use of numbers as they relate to ledgers, logs, and forms, meters, gauges, and measuring devices such as tapes, thermometers, hydrometers, and other instruments as may be used during the receipt, handling, inventory and issue of petroleum products.

**C-1.8.1.2 Employment Standards:** All employees or persons who may be hired to represent, perform on behalf of, or work under the management of the Alongside Aircraft Refueling Contractor (AARC) shall comply with all Federal, DOD, Navy/USMC, and station/base regulations, instructions, guidelines, and policy regarding employment at and entry to NAES Lakehurst. The Contractor shall be responsible for keeping abreast of and ensuring employee adherence to DOD and base regulations and policy relevant to the presents of employees on station and shall ensure that all such persons meet the requirements of employment and conform to the rules regarding, but not necessarily limited to, security, clearance, and identification policy, vehicle registration and operation of a POV on station, medial assistance, the use of the exchange and military facilities, and other local rules, guidance, or prohibitions that may apply to their entrance to and activity or employment on station.

## C-1.9 Qualifications

### C-1.9.1 Essential Personnel

**C-1.9.1.1 General:** Essential personnel, the corporate executive officer, the on-site manager, and the on-site assistant manager (if specified) shall have the education, training, background/experience, and skills required and necessary to make fiscal and management decisions, direct personnel, and work with individuals at all levels and corporate management and military command.

**C-1.9.1.2 Resumes:** As outlined in [Section L, Instructions, Conditions, and Notices to Offers or Quotes, Clause L2.31](#), a resume shall be submitted for essential personnel, the Corporate Executive Officer, the Site Manger, and the Assistant Site Manager (full or part time).

**C-1.9.1.3 Corporate Executive Officer:** To assure continuity between the contracted location/activity and corporate office, the Contractor shall employ an executive who, for the duration of the contract, can make fiscal and administrative decisions concerning this contract. He/she shall have a complete understanding of the terms and conditions of this contract and shall be experience in the operation and maintenance of fixed and mobile fuel systems to the extent outline herein.

**C-1.9.1.4 Site Manager (SM):** The Contractor shall employ an experienced site manager. His/her experience shall be relevant to the equipment and facilities assigned and installed and shall include:

- ✓ The management, operation, and maintenance of mobile (aviation and ground) fuel servicing equipment
- ✓ The management, operation, and maintenance of direct aviation fuel servicing equipment and facilities
- ✓ The quality surveillance of aviation and ground fuel products and support applicable to the contracted activity
- ✓ Aviation and ground fuel inventory and administration principles and practices
- ✓ Practical experience in the management of aircraft fuel servicing operations to include personnel management, scheduling, equipment maintenance, documentation of transactions, basic inventory practices, and the administration of the contracted fuel servicing operation

He/she shall have had a minimum of five (5) years of specialized experience in airfield services operations. Two years of that experience shall have been supervisory gained within the four (4) year period immediately prior to the latter of the contract start date or the individuals hiring date. That experience shall have been specialized supervisory experience and training in operations noted above with emphasis in equipment inspection, operation, maintenance, inventory management as it applies to mobile equipment inventories, and environmental compliance.

**C-1.9.1.4.1 Cryogenics:** Cryogenic operations are not applicable under this contract.

**C-1.9.1.4.2 Collateral Duties:** With regard to NAES Lakehurst, a small refueling/ground fuel delivery operation, the site manager is considered a working manager and may undertake any of the duties outlined within this PWS.

**C-1.9.1.5 Assistant Site Manager (ASM):** The Contractor is not required to employ an assistant site manager under this contract. The senior on duty driver/operator may act on behalf of the manager in the Manager's absence.

**C-1.9.1.6 Replacement of Essential Personnel:** Should it become necessary to replace an essential person, the Contractor shall, to the extent possible, provide the Government advance notice and a resume of the proposed candidate that supports the experience requirements listed above. In an emergency, the installation of new essential personnel shall be followed by a resume of the proposed candidate within 10 working days. Essential personnel positions vacated for more than 30 consecutive calendar days shall result in reduced payment to the Contractor equal to the wages and benefits applicable to the position for the period exceeding the 30-day grace period.

## **C-1.9.2 Service Personnel**

**C-1.9.2.1 General:** The personnel/position descriptions cited within this section do not necessarily dictate or imply that all will be specified or required to staff the activity for which this performance work statement is written. In general, they are statements regarding skills that may be used to satisfy specific labor needs to man the functions outlined in [Table 1, Hours of Operation](#). These personnel/position descriptions do not necessarily differentiate between supervisory personnel and skilled labor but assume the Contractor will establish the appropriate management, supervisory, and operator/laborer structure best suited to the contracted activity. See [Section L, Instructions, Conditions, and Notices to Offers or Quoters, Clause L2.31](#) regarding the identification of labor categories, skills, conformance of skills, collateral duties, and workforce structure. Manning as outlined in the Contractor's final accepted offer and as incorporated in the contract, shall establish the PWS/contract staffing levels.

**C-1.9.2.2 Skills and Licenses:** The tasks outlined herein may require employees have special or specific skills, training, certifications, permits, or licenses to operate specialized equipment, forklifts or cranes, for instance. The Contractor shall be fully responsible for evaluating facility, equipment, and task requirements and providing fully qualified personnel with the appropriate, licenses, permits, credentials, or training certificates needed to accomplish all tasks in accordance with all applicable DOD, USN and USMC, Federal, state, and local laws and regulations. Training certificates may be presented in lieu of licenses if no commercial equivalent license, i.e., forklift operator or cryogenic operator, exists. The Government reserves the right to request and review the records of persons assigned to sensitive and technical positions and functions within the fuel management arena.

### Note

NAVFAC P-300, Management of Civil Engineering Support Equipment specifically forbids the issuance of OF-346 (US Government Motor Vehicle Operator's Identification Card) or NAVFAC Form 11260/2 (Construction Equipment Operator's License) to contract personnel.

### Note

For the purposes of this PWS, the term "fuel servicing operations" shall be construed to include the handling of fuel products such as but not necessarily limited to turbine (jet) fuels, aviation gasoline, automotive gasoline, diesel fuel, heating oils, turbine fuels used in lieu of diesel fuel, turbine and reciprocating engine oils, used oil/fuels, recyclable jet fuel, and oily water.

**C-1.9.2.3 Dispatcher/Computer Operator IV (D/CO)** Each Fuel Management dispatcher/computer operator, hereafter referred to as a "dispatcher," shall be computer literate. He/she shall possess sufficient computer skills to use client/server applications in a Microsoft Windows NT environment. Those skills shall include the ability to logon; shutdown; initiate modems; manipulate files; install applications; send and receive email; and to use web browsers to send and receive information. He/she shall also be familiar with the use of Microsoft standard office products such as Word and Excel, other commercial off the shelf applications and utilities; and custom software as may be required to ensure that daily fuel operations are conducted in an effective and efficient manner.

**C-1.9.2.3.1 Qualifications:** Dispatchers shall be skilled in the use of the DESC Fuels Automated System (FAS). Those skills shall include the use of the real time dispatch system, the manipulation data within the Fuel Manager system and the related fuel management modules and status board systems. The dispatcher shall be capable to analyzing hardware/software related problems to maintain accurate input flow, data retrieval, and output validity and/or capable of effectively communicating with remote systems support personnel to resolve computer related problems. In addition, dispatchers shall be knowledgeable of radio communications, instructions/regulations pertaining to fueling and defueling of Government and civilian aircraft, and Government forms used to document aircraft fuel servicing. He/she must demonstrate familiarity with the layout of the base and outlying fields as well as the airfield and aircraft parking areas and restrictions applicable to servicing aircraft within those areas. Individuals acting as dispatchers, shall be capable of to communicate in English, both orally and in writing. Under this limited fuel servicing contract, the dispatcher may perform have collateral duties of driver, laboratory technician, and be tasked to maintain equipment.

**C-1.9.2.3.2 Fuels Automated System (FAS):** The incumbent Contractor and successor for a new contract period actively using FAS shall continue to provide FAS qualified dispatch personnel for the new contract period. New/first time Contractors shall arrange with the Naval Petroleum Office, Code RMB, to have dispatch personnel FAS trained and certified prior to the beginning of the contract start date. Initial FAS training of in place contract dispatch personnel and new contractor personnel will be provided by the Government. Once initial (Government) training of contract personnel has been provided, the Contractor shall be responsible for the continued training of dispatch personnel within the contract organization. Additional DESC funded training of contract personnel may be made available on submission of justification to NAVPETOFF RMB.

**C-1.9.2.3.4 FAS FCC and FES Security:** See [Section C-2.16, Security](#), regarding access to Government computer systems.

**C-1.9.2.3.4 Facilities Response Plan (FRP):** Duty dispatchers shall also be knowledgeable of emergency notification procedures and serve as the Fuel Management initial point of contact in response to fuel spills within, caused by, or relevant to operations that are the responsibility of the Fuel Department.

**C-1.9.2.4 Driver/System Operator (D/SO):** Driver/system operators shall be qualified to perform fuel servicing operations (refuel/defuel operations) by mobile fuel servicing equipment/trucks, truck supplied pantograph and hoses sets, and fixed direct fuel servicing systems (hydrants). Driver/system operators shall pass a Contractor administered base and flightline familiarization test, practical equipment/facility competency tests, and shall be certified, by the Contractor, as qualified and the individuals training records updated prior to the unsupervised operation of any fuel servicing equipment. The Contractor shall re-certify personnel annually or as requested by the COR. Operators shall be familiar with safety regulations applicable to aviation and ground fuel servicing operations on and around the airfield and supported activities and shall demonstrate a practical knowledge of and ability to inspect and maintain fuel servicing equipment and systems. Drivers/system operators may be required to make basic input to the Fuels Automated System (FAS) or maintain dispatch logs.

**C-1.9.2.4.1 Limits of Duties:** The term “system or pit operator” refers to a qualified fuel truck/system operator, a person who has been specifically trained to operate and control the equipment that make up the direct refueling system or the refueler and pantograph in the case of a truck/pantograph system, and the person designated to operate the deadman controls during fueling evolutions. Unless specifically tasked herein, the contractor shall not be responsible for the manning the fire watch, nozzle operator, or refueling coordinator (plane captain) positions. The unit receiving services will be responsibility for providing all manning other than that of the fuel system or pit operator. Should the Contractor be tasked to provide other direct fueling system or hot pit crew members, see [Section C-1.9.2.5, Aircraft Services Crewmember \(ACSC\)](#), below.

**C-1.9.2.4.2 Licensing.** All drivers shall be licensed in accordance with the vehicle operating laws, regulations, and code for the state in which they will operate equipment and shall be/remain in compliance with all such requirements for the duration of their employment under this contract. The Contractor shall ensure that drivers required to operate vehicles and equipment on public roads are licensed for the class of vehicle to be operated on such public roads. Driver records appropriate to the class of license an employee holds, i.e., individual Department of Motor Vehicle (DMV) driving record, and a current record of physical examination or certification shall be maintained by the Contractor and made available for review by the COR on request. The Contractor shall ensure that all drivers’ records are kept current for the term of the contract.

**C-1.9.2.4.3 Hours of Service of Drivers:** The Contractor shall not schedule drivers to work in excess of the rules established by 49 CFR Part 395, Hours of Service of Drivers.

**C-1.9.2.5 Aircraft Services Crewmember (ACSC):** Not required under this contract.

**C-1.9.2.6 Motor Vehicle Mechanic (MVM):** Not required under this contract. Drive/System Operators will perform this function.

**C-1.9.2.7 Fuel Distribution Systems Operator (FDSO):** Not required under this contract.

**C-1.9.2.8 Fuel Distribution System Mechanic (FDSM):** Not required under this contract.

**C-1.9.2.9 Fuel Laboratory Technician (FLT):** The fuel laboratory technician shall be experienced in the use of common fuel sampling equipment, aviation and ground fuel sampling procedures, and conducting laboratory tests of petroleum products commensurate with the level of analysis to be performed at the NAES Lakehurst petroleum laboratory. His/her experience, as annotated in and reflected by the individuals training record, shall include knowledge of the properties; characteristics and specifications of the petroleum products stocked and handled, the various means sampling petroleum handling equipment and systems, from receipt to product issue, the operation, maintenance, and calibration laboratory equipment, record keeping; and laboratory safety procedures. Personnel assigned to weekend/holiday duties and required to perform the full spectrum of quality surveillance sampling and testing as may be required for weekend/holiday fuel support, shall be trained and training records annotated to show the qualifications.

**C-1.9.2.10 Cryogenics Supervisor/Operator (CS/O):** FDS operators are not required under this contract.

**C-1.9.2.11 Fuel Accounting Clerk (AC/F):** Not required under this contract.

## **C-1.10 Reserve Training**

**C-1.10.1 Space/Training Obligations:** The Government reserves the right to enter and occupy contracted Government facilities and to use systems and equipment to conduct Naval Reserve training and to meet real time military operational requirements. Full cooperation in the joint use of facilities and systems is expected; however, under normal peacetime conditions or conditions as may be specified herein, the Contractor is not obligated to relinquish control of facilities required to fulfill its contractual obligations and commitments, provide training services to Reserve personnel, or provide access to or use of contractor owned equipment.

**C-1.10.2 Training Schedules:** To the extent possible and practical, the Government will provide advanced notification of reserve training schedules to the Contractor.

## **C-1.11 Correspondence and Visits**

**C-1.11.1 Notification:** The Contractor shall notify the COR of any and all visits or notice of intent to visit contract management, its employees, or the contracted facilities by any federal, state, local government, base (military) office/agency, union representative, or contract corporate officer. Except for that considered to be company or proprietary documents, the Contractor shall provide the COR copies of all correspondence resulting from such visits.

## **C-1.12 Information and Records Management**

**C-1.12.1 General:** Documents held or generated by the Contractor may take the form of personnel files, i.e., individual driver and training records, company records and reports such as internal monthly management reports, and Government information and accounting files such as inventory reports or transaction documents generated in response to this contract. With the exception of that correspondence considered internal company management records, all correspondence, records, to include Contractor's owned equipment history records, files, reports, and documents, manual or automated, generated by or provided to and maintained by the Contractor shall be open and readily available to Government inspection, review, and audit for the duration of the contract and any subsequent and contiguous contract periods. On termination of the contract, all of the aforementioned records except personnel driver and training records, Contractor's owned equipment history records, and internal company management records shall be turned over to the Government.

## C-2.0 SPECIFIC TASKS (FIRM FIXED PRICE)

### C-2.1 Tasks and Services

**C-2.1.1 General:** The following sections define the specific aviation fuel and ground fuel tasks and duties to be performed and services to be provided by the Contractor. Corresponding duties, i.e., limited quality surveillance, equipment maintenance, limited inventory/accounting, administration, training, and janitorial services, for which the Contractor may be responsible and tasked, are also outlined. The various tasks, services, and duties are defined, outlined, and cross-referenced with regard to other tasks, hours of operation, contractor equipment requirements, as well as Government furnished equipment, facility, and service information. The Contractor shall be fully responsible for performing the tasks and duties outlined and providing the services specified.

### C-2.2 Fuel Servicing Operations

**C-2.2.1 Functions:** Fuels servicing operations in support of aviation activities and aircraft assigned to and as may transit, deploy to, or exercise from NAES Lakehurst are defined as those fuel functions directly involved in the delivery of fuel products to aircraft and support equipment. Those functions are the **Fuel Dispatch Center**, responsible for direct contact with customers and the control of fuel servicing equipment and personnel, and **Aircraft Refueling**, the section responsible for providing qualified personnel and equipment to transport and issue (refuel/defuel) products by mobile fuel servicing equipment, fixed direct refueling systems.

#### C-2.2.1.1 Fuel Dispatch Center

**C-2.2.1.2 Staffing:** The Contractor shall staff the fuel management dispatch center, the focal point of the fuel management function, for the days/hours listed in [Table 1, Hours of Operation](#). A dispatcher/computer operator, hereafter referred to as the dispatcher, shall be qualified as outlined in [Section C-1.9.2.3, Dispatcher/Computer Operator IV \(D/CO\)](#).

**C-2.2.1.3 Dispatch Control:** Aviation fuel is issued to station and transient aircraft directly from mobile refuelers, by refuelers coupled to portable pantograph/hose systems, or by hydrant/fixed direct refueling systems. Defuels, the return of product to the fuels management, is generally accomplished by truck. In addition, ground fuels are requested by organization throughout the base. Requests for all such services shall be taken by and processed by the fuel dispatch center. Based on the specific request, equipment and personnel shall be dispatched and controlled as needed to satisfy the request received. All requests for fuel services shall be recorded, monitored, and historical records kept using the Fuels Automated System (FAS). The Contractor shall maintain FAS modules relevant to Contractor and Government furnished equipment and the maintenance thereof, as well as those modules concerning quality surveillance and laboratory operations, personnel and training information, and all other FAS modules as may be available.

#### Note

**FAS Auto-LOG Controls:** In that FAS is the ultimate historical record of fuel activities, accurate information input is essential. Therefore, to the extent practical, FAS AUTO-LOG shall be disabled and real time equipment movement/use data recorded.

**C-2.2.1.4 Documentation:** The fuel dispatch center/persons performing the dispatch function shall perform basic fuels accounting and administration functions such as collecting and reviewing fuel issue and truck inventory documents. The dispatcher shall ensure all documents are legible and accurate, shall generate FAS reports, and ready all documents, pass down logs, and management reports for submission to the fuel accounting office by 0900 Monday, or the first duty day of the week, through Friday. Weekend/holiday documents shall be submitted the next duty day following the weekend or holiday.

- **Requirement.** The focal point of the Fuel Management that receives and records requests for fuel services using the Fuels Automated System (FAS) to capture data relevant to the Fuel Division workload. Dispatches and maintains control of personnel and equipment to meet the demand for fuel services within the established response times. Performs basic accounting and reviews documentation for legibility and accuracy, maintains control of documentation, prepare reports and FAS summaries relevant to the Fuel Management workload, and submits a complete documentation package to the fuel accounting office. Advises the Government of any circumstance that may result in the inability to perform the required services in a timely manner.



➤ **Performance Standards**

- ✓ Qualified dispatch personnel on duty for the days/hours specified in [Table 1, Hours of Operation](#)
- ✓ Persons performing the dispatch function one hundred per cent accurate in processing and recording requests for fuel services (aviation, ground, recycled jet fuel, and used oil) using the Fuels Automated System (FAS)
- ✓ For each request for services, fully qualified personnel dispatched to arrive at the requesting location with the established response time
- ✓ Persons performing the dispatch function maintains full control of fuel servicing equipment and duty personnel
- ✓ No support/operational delays in excess of standard response time the result of contractor negligence or misconduct
- ✓ The Contractor fully maintains all FAS modules relevant to equipment and personnel
- ✓ Dispatch pass down logs and management reports prepared at submitted
- ✓ FAS reports and transaction documentation submitted to the Fuel Division office by 0900 hour daily, Monday through Friday
- ✓ FAS historical records and backup files maintained

## **C-2.2.2 Aviation Fuel Servicing Operations**

**C-2.2.2.1 General.** Aviation fuel servicing operations are defined as the delivery, or receipt by defuel, of aviation fuel products to aircraft and support equipment by mobile fuel servicing vehicles, fixed/mobile pantographs or hose sets supplied by fuel servicing vehicles, fixed direct refueling systems, or a combination thereof. Guidance, policy, and procedures regarding the performance of all such fuel servicing operations are outlined in [NAVAIR 00-80T-109, Aircraft Refueling NATOPS Manual](#). The Contractor shall be responsible for performing all aviation fuel-servicing operations and safeguarding facilities, equipment, and fuel products under its control during normal and adverse conditions.

### **NOTE**

**"Hot refueling" at NAES Lakehurst is accomplished by refueling truck through a fixed pantograph and, for administrative and historical workload purposes, are considered truck servings.**

**C-2.2.2.2** As outlined in [Section C-1.7, Operating Hours](#), the Contractor shall be capable of providing fuel services to station and transient aircraft 24 hours a day, year around, including holidays. During the hours specified in [Table 1, Hours of Operation](#), each request for fuel services shall result in the dispatch of the number of fuel servicing trucks and operators specified to the aircraft identified and prioritized by the requester so that each truck and operator dispatched arrive at the aircraft specified by the work request, within **20 minutes** as measured from the time the request for service is received by the dispatch center to the time the operator physically arrives at the aircraft to be serviced. If the request for service is for multiple aircraft, the Contractor shall continue to service subsequent aircraft in an orderly manner until all fuel servicing requirements for the specified request are met. Response to or scheduling of direct fuel servicing operations shall be such that the operator/crewmembers are available at the hot pit site at the time the aircraft to be serviced arrives at the designated refueling pit/lane. Drivers/operators shall not interrupt the flow of work, i.e., service aircraft to which they are not directed, without approval by the dispatch center, nor shall drivers/operators interrupt servicing operations for rest or meal breaks without proper relief or explicit approval of the fuel dispatch center. On arriving at an aircraft, operators shall take all steps and precautions necessary to service the aircraft in accordance with [NAVAIR 00-80T-109, Aircraft Refueling NATOPS Manual](#), USN regulations, and station instructions applicable to fuel servicing operations. Service response times in excess of 20 minutes or failure to be at the designated direct refueling pit/lane on arrival of the aircraft to be serviced shall be fully and accurately recorded and explained in the dispatch pass down log and management reports reflected in [Section C-2.2.1.4, Documentation](#)

### **NOTE**

**Requests for any/all services outside of the operating hours specified in [Table 1, Hours of Operation](#), shall be met within two hours as measured from the time the Contractor is contacted to the time the contract operator is in position to perform the service required.**

**C-2.2.2.3 Equipment:** Contractor and Government furnished fuel servicing equipment as described below shall be maintained and operated by the Contractor.



**C-2.2.2.3.1 Mobile Fuel Servicing Equipment:** The Contractor shall provide the aviation fuel servicing equipment as specified in [Sections C-3.1.2, Prime Movers, Trucks and Tractors](#), [Section C-3.1.3, Refuelers](#), and [Section C-3.1.4, Defuelers](#), in sufficient numbers to undertake the workload outlined in the [Exhibit of Products Issued](#). The Contractor shall fully maintain all furnished trucks, tractors, equipment cargo tanks, refueling systems, and components thereof in a safe, serviceable, ready for dispatch condition. Equipment inspections and product sampling/testing, i.e., periodic Type "C" product analysis, shall be completed and documented on the vehicle inspection form prior to the initial dispatch of the equipment for the duty day.

**C-2.2.2.3.1.1 Off Station Operations:** Should they be required, aviation fuel deliveries over public roads to off station locations shall be accomplished using equipment that is configured and licensed/permitted for use on public roads. All Federal, state, and local inspections, licensing or permits, and insurance requirements for the equipment used, shall be a responsibility of the Contractor. Operators shall be licensed as set forth in [Section C-1.9.2.4.1, Licensing](#).

**C-2.2.2.3.2 Direct Fuel Servicing Equipment:** Government furnished equipment consisting of direct refueling equipment as described in [Appendix A, Government Furnished Facilities](#), shall be inspect, maintained to the extent outlined in [Section C-2.11, Property Management and Maintenance](#), and operated by the Contractor. Equipment/system inspections and product sampling/testing, i.e., periodic Type "C" product analysis, shall be completed and documented on the system inspection forms prior to the initial use of the equipment for the duty day.

**C-2.2.2.3.3 Jet Fuel Services Data:** The data reflected by [Exhibit of Products Issued](#), is historical for NAES Lakehurst and. It provides detailed information in terms of months and years of fuel services. Other workload exhibits provide average workload data in terms of truck movements and pit services applicable NAES Lakehurst and. [Table 2, Squadrons and Aircraft Assigned](#), is a breakdown of squadrons/aircraft currently assigned to NAES Lakehurst and provides a local picture of the services required on a day-to-day basis. The Contractor shall keep this table, as well as the home station aircraft database in FAS, current.

**Table 2 Squadrons and Aircraft Assigned <sup>(1)</sup>**

Squadron/Unit <sup>(1)</sup>	Type Aircraft <sup>(1)</sup>	Number Assigned <sup>(1)</sup>	Max. Fuel Load <sup>(2)</sup>	Average Refuel <sup>(3)</sup>
US Army *	H-1	2	313	25
US Army	H-60	1	830	200
US Army	C-12	2	549	150
Transient Maintenance *	Various	None	Varies	Varies

(1) Data extracted from FAS Home Station Aircraft Database

(2) See Military Handbook 844 (AS) or airframe specific NATOPS manuals

(3) Based on historical data, the average quantity of product issued in a single refueling on a day-to-day basis

(\*) An asterisk following any squadron/unit designation indicates an independent maintenance activity authorized to request services from the Fuel Dispatch Center. See [Section C-2.2.2, Response](#), regarding the response time applicable to a request for fuel services. The Contract shall be responsible for the simultaneous responds to a maximum of 2 of the squadrons/units designated within the response parameters established.

- **Requirement:** Respond to requests for aircraft, equipment, and facility fuel services so as to provide quality product in a timely manner to authorized customers. Tasked personnel and equipment meet the demand for services within the established response times. Receive and review documentation for legibility and accuracy, maintains control of all documentation, prepare reports and FAS summaries relevant to the Fuel Management workload, and submits a complete documentation package to the fuel accounting office in a timely manner. The Contractor shall notify the Government of any circumstance that may result in the inability to perform the required services in a timely manner.
- **Performance Standards**
  - ✓ Mobile/fixed equipment inspected and sampled by prior to first use of the duty day. Inspection and applicable laboratory documents available
  - ✓ Response to requests for fuel services within the established perimeters. No servicing delays the result of Contractor negligence or misconduct
  - ✓ Driver's knowledgeable of and use appropriate radio etiquette

- ✓ Operators adhere to operational safety rules, i.e., flightline vehicle operations, grounding and bonding, safety distance criteria, fire watch, and other safety guidelines
- ✓ Issues/defuel/truck fill documents one hundred percent accurate. Documents complete and legible
- ✓ No fuel spills due to Contractor negligence or misconduct

## **C-2.3 Bulk Storage Operations**

**C-2.3.1 General:** Bulk storage operations are required under this contract.

## **C-2.4 Service Station Operations**

**C-2.4.1 General:** Service station operations are not required under this contract.

## **C-2.5 Ground Fuel Delivery**

**C-2.5.1 General:** Ground fuel delivery operations are defined as the issue or defuel, by truck, of ground fuels, i.e., gasoline, diesel, heating oil, or jet fuel as may be used in lieu of diesel, to authorized customers. The Contractor shall be responsible for performing all ground fuel delivery operations, and safeguarding fuel supplies under its control during normal and adverse conditions. The [Exhibit of Products Issued](#) provides a more detailed historic picture of ground fuel deliveries by truck for the periods indicated. Also included in the exhibit are listings of sites to which products are routinely delivered. The data provided should not be construed as an all-inclusive listing of ground fuel delivery points.

**C-2.5.1.1 Equipment:** The Contractor shall furnish ground fuel servicing equipment configured in accordance with [Section C-3.1.5, Ground Fuel Delivery Trucks](#), and the qualified/licensed personnel to operate and maintain all such equipment to undertake ground fuel delivery operations during the days and hours specified in [Table 1, Hours of Operation](#). Equipment inspections shall be completed and documented on the vehicle inspection forms prior to the initial dispatch of the equipment for the duty day.

**C-2.5.1.2 Delivery:** Ground fuels, regular unleaded gasoline (MUR) and JP8 used in lieu of diesel (will convert to LS2 in FY04/05) shall be delivered as scheduled to the activities outlined in [Exhibit of Products Issued](#). Unscheduled requests for ground fuel deliveries, for which there is no specific response time, received by the fuel dispatch center shall be accomplished within the time limits mutually agreed upon by the requesting activity and dispatcher.

**C-2.5.1.2.1 Off Station Operations:** Should they be required, ground fuel deliveries to off station locations shall be accomplished using equipment that is configured and licensed/permitted for use on public roads. All Federal, DOD, state, and local inspections, permits, licensing and insurance requirements for the equipment used on public roads, shall be a responsibility of the Contractor. Vehicle operators shall be licensed as set forth in [Section C-1.9.2.4.1, Licensing](#).

**C-2.5.1.3 Delivery Points:** A list of delivery points by location, building/facility number, tank capacity and characteristics, and a delivery schedule, if known or established, is provided by the [Exhibit of Products Issued](#). Maps identifying all established and scheduled delivery points, by grade of product, will be provided by NAES Lakehurst and become a part of the contract, [Appendix E, Maps](#). At contract start up, the Contractor shall survey all delivery locations and confirm delivery schedules to ensure uninterrupted customer support. The Contractor shall update the ground fuel delivery points and schedules outlined in [Exhibit of Products Issued](#) as changes occur.

**C-2.5.1.4 FAS Gas Log:** The Contractor shall document each ground fuel issue using forms or logs that provide all the information required to fully satisfy the data entry requirements of the Fuels Automated System (FAS) Gas Log. The Contractor shall input truck issue data to the FAS Gas Log daily, Monday through Friday. Weekend/holiday activities shall be downloaded/imported on the first duty day following the weekend or holiday.

- **Requirement:** Maintain and man the ground fuel servicing equipment to ensure customer support with specification products. Implement management, maintenance, quality, security, and environmental controls that ensure the safe delivery of ground products to authorized customers in a timely manner. The Contractor shall notify the COR of any discrepancy or circumstance that may result in the inability to deliver ground fuel products.

➤ **Performance Standards:**

- ✓ All equipment inspected, serviceable, and inspection documentation readily available by 0800 daily.
- ✓ Daily truck inventories one hundred percent accurate.
- ✓ Documented issues, defuels, and truck fills one hundred percent complete, accurate, and legible.
- ✓ Ground fuel truck logs maintained and accurate.
- ✓ Ground fuel truck issues, defuels, and truck fills entered into the FAS Gas Log Monday through Friday.
- ✓ Fuel servicing safety procedures and precautions observed.

## **C-2.6 Used Oil Handling**

**C-2.6.1 General:** Used oil collection and handling operations are not required under this contract.

## **C-2.7 Recyclable Jet Fuel Handling**

**C-2.7.1 General:** Recyclable jet fuel handling operations are not required under this contract.

## **C-2.8 Cryogenic Storage and Distribution**

**C-2.8.1 General:** Cryogenic storage and distribution operations are not required under this contract.

## **C-2.9 Inventory, Accounting, and Administration**

**C-2.9.1 General:** Inventory is defined as the physical measurement of products in terms of volume and temperature, the documentation of those measurements, and the conversion of observed measurements to standards recognized by the Government and petroleum industry. Accounting is the manipulation of inventory, receipt, and issue data to portray an accurate record of daily events regarding the purchase and sale of products, the adjustment of inventories, and the capture of information in the form of manual records and computer files. The Contractor shall be responsible for all fuel truck inventory and internal accounting actions and the accurate input of data to the FAS (Fuel Management) as may be applicable to the contracted activity. The contractor shall also be responsible for those administrative tasks, activities, and functions necessary and required to complete, record via the appropriate media, file, and report the aforementioned and other reporting outlined within the contract.

**C-2.9.2 Inventory:** The Contractor shall be responsible for the inventory of petroleum products held within the equipment and vehicles the responsibility of or under Contractor control. The Contractor shall provide accurate inventories of all products as outlined by DOD 4140.25, Bulk Petroleum Management Policy, NAVSUP Volume II, Supply Ashore, Navy regulations, and local instructions. Documentation consisting of inventory forms, issue documents, and the logs and reports as may be used to compile, compute, and validate accurate product movements shall be forwarded to the fuel accounting office by 0900 Monday, or the first duty day of the week, through Friday.

**C-2.9.3 Accounting Regiment:** Within the framework of the standard DOD and Navy fuel accounting system, the Contractor shall establish an internal fuel accounting regiment, a process and system of files and records, that provides ready access to daily, monthly, or specific time segment information as may be defined by the Government. The processes, coupled with the fuel truck inventory files and records, shall facilitate:

- ✓ The continuous update and accurate portrayal of FAS system information
- ✓ The input of ground fuel data to the FAS Gas Log for the periods specified by the Government
- ✓ FAS access, input, and report generation. Note requirements under [Section C-2.16, Security](#)
- ✓ The provisioning of inventory and workload information, to include local reporting, as may be requested by the COR, other Navy activities, and DESC
- ✓ Audits and inspections as may be conducted by the COR and other agencies
- ✓ The reporting of workload factors and updating of PWS exhibits

**C-2.9.3.1 Accounting Input and Reports:** The Contractor shall complete all truck inventory and limited accounting functions daily. Fuel Automated System (FAS) modules, files, records, and system files as may be applicable to the contracted activity, shall be updated and balanced daily. A summary report of issues (refuels/defuels), product inventories, and adjustments (gain/loss data) for the previous days activities shall be provided to the COR by 1300 hours daily, Monday, or the first duty day of the week, through Friday. In addition, the Contractor shall maintain and update PWS embedded tables and MS Excel spreadsheets forwarded to the Site Manager by the COR. Updated files shall be submitted to the COR by the fifth workday of the month for subsequent submission to NAVPETOFF FMB.

**C-2.9.4 ADP Security:** See [Section C-2.16, Security](#), regarding ADP security issues.

**C-2.9.5 Files and Records:** Inventory and accounting files and records, the property of the Government, shall be organized and stored in a neat accessible manner. All files shall be made available to the COR on request.

**C-2.9.6 Automated System Chips, Keys, and Credit Cards:** Not applicable under this contract.

**Table 3 Administration and Accounting Workload Data**

Administrative/Accounting Workload <sup>(1)</sup>								
Forms/Report Processed	D	W	M	Q	SA	A	AR	Filed
Product Receipt Documents <sup>(2)</sup>								0
Aviation Fuel Issue Documents <sup>(3)</sup>	5							260
Ground Fuel Issue Documents <sup>(3)</sup>	5							260
Inventory Documents	1		1					272
FAS Summary Report	1		1					260
Contract Summary Report			1					12

(1) Numbers of forms, documents, reports submitted, handled, processed, and filed are estimates of the administrative workload relevant to the receipt, handling, and issue of products.

(2) To include tank temperature and gauging forms, delivery invoice/bill of lading, inspection documents and other documentation as may be relevant to product receipts.

(3) Includes all forms, summary sheets, and ledgers, as may be used to document issues of product.

➤ **Requirement:** Process fuel issue, sales, and inventory documents. Post data to and/or validate entries to FAS and makes allowable adjustments to and generates summary reports that accurately portrays the state of the fuel accounts. Advise the FMO, COR, customers, higher echelons of command, and the Defense Energy Support Center regarding inventory matters and maintain records and filing systems applicable to the administration for Fuels Management. The Contractor shall notify the Government of any circumstance that may result in the inability to perform the required services in a timely manner.

➤ **Performance Standards**

- ✓ Appropriately cleared personnel in place to perform the functions
- ✓ Personnel knowledgeable and capable of work within the Fuels Automated System (FAS) systems as may be applicable to the contracted activity
- ✓ Inventory/accounting processes, to include the update of computer systems, completed daily
- ✓ Out of tolerance conditions investigated, resolved, and documented
- ✓ Inventories reconciled and reports generated and forwarded to the COR in a timely manner
- ✓ Files/documentation neat, legible, and filed for easy access

## C-2.10 Quality Surveillance

**C-2.10.1 General:** As outlined in [Section C-1.4.3, Product Quality Surveillance Plan](#), the Contractor shall publish and adhere to a Product Quality Surveillance Plan commensurate with the level of quality surveillance normally applicable to and undertaken at NAES Lakehurst. The plan shall outline policies, methods, and procedures that ensure products under the Contractor's control and care remain on specification. The plan shall include, but is not necessarily limited to product issue sampling, the testing of samples taken from equipment, the disposition of tested products, and the documentation/reporting of the quality surveillance function. On acceptance, the Product Quality Surveillance Plan shall be incorporated into the contract. The Contractor shall continually review quality surveillance policy and practices applicable to the Navy and update the plan as required.

**C-2.10.2 Quality Determination:** No petroleum product shall be issued or returned to bulk until its quality and confirmation of conformance with specifications has been determined. Products shall be issued on a first-in, first-out basis unless otherwise specified or directed by the Government.

**C-2.10.2.1 Sampling:** The Contractor shall take all samples commensurate with the mode applicable to the movement of product, i.e., truck and direct fueling systems. Those samples requiring more than visual analysis shall be delivered to the fuel laboratory for testing. Samples shall be taken in accordance with the [API Manual of Petroleum Measurement Standards \(MPMS\), Chapter 8, Section 1, Manual Sampling of Petroleum and Petroleum Products](#), and [MIL-STD-3004, Quality Surveillance Handbook for Fuel, Lubricants, and Related Products](#) as may be supplemented by local instructions. [NAVAIR 80T-109, Aircraft Refueling NATOPS Manual](#) and local instructions dictate the location of samples to be taken, the frequency, quantity, and minimum test requirements. [NAVSUP Publication 558, Fuel Management Ashore](#) outlines the sample retention procedures applicable. The government takes correlation samples.

**C-2.10.2.2 Testing:** The Contractor shall conduct all testing of all product samples within the limits and capabilities of the station fuel laboratory and equipment provided. Unless otherwise specified, product samples shall be tested in accordance with [MIL-STD-3004, Quality Surveillance Handbook for Fuel, Lubricants, and Related Products](#), and [NAVAIR 80T-109, Aircraft Refueling NATOPS Manual](#). Calibration of laboratory test equipment and the replacement of standards applicable to all tests shall be conducted by the Government. Personnel performing quality testing shall be trained and qualified as outlined in [Section C-1.9.2.8, Fuel Laboratory Technician](#).

**Table 4 Quality Surveillance, Samples and Tests**

Quality Surveillance								
Product	Samples <sup>(1)</sup>	Visual <sup>(2)</sup>	API Gravity	Particulate <sup>(3)</sup>	AEL Water <sup>(4)</sup>	Flash Point	FSII	EC <sup>(5)</sup>
Jet Fuel	800	800	200	200	200	25	25	
MUR	12	12						

(1) Estimate of total samples, by grade, for a year based on the total number of sampling points, i.e., trucks, fillstands, direct fueling system filters, tanks, and other equipment/points requiring testing.

(2) Visual test includes the inspection for particulate matter, free water, color, and appearance.

(3) As determined by CFD, CCFD, Gravimetric Method, or the Gammon Field Test Kit.

(4) As determined by CCFD, Mark II AEL Water Detector, or the Gammon Field Test Kit.

(5) As determined by ASTM D2624, Standard Test Method for Electrical Conductivity of Aviation [JP8] and Distillate Fuels Containing SDA.

**C-2.10.3 Documentation:** The Contractor shall maintain a sample log and track laboratory, sampling, and testing programs within the Fuels Automated System (FAS) program. The sample log shall reflect the date and time a sample is received, the type of sample, and the test results. A log of samples requiring more extensive testing, i.e., the reason for testing, to whom a sample is sent, the sample size, and the tests required shall also be kept. A copy of all test results provided by outside sources, including correlation testing, shall be maintained on file and be readily available to the Government on demand. The Contractor shall establish and publish procedures for disseminating information relevant to the sampling, testing, notification of test results, and isolation/release of products under the Contractor's care and control.

**C-2.10.4 Records Keeping:** The Contractor shall establish and maintain a system of files relevant to quality surveillance records and maintain all such records in a neat, orderly manner. Historical product quality surveillance records shall be kept on file for the duration of the contract and be made available to the Government on request. All quality surveillance records and logs are the property of the Government.

**C-2.10.5 Housekeeping:** Fuel laboratory facilities and equipment, shared assets, shall be maintained to the degree of cleanliness and order commensurate with a “quality surveillance” program. Fuel samples and chemicals shall be properly labeled and stored in the appropriate storage lockers, glassware washed, dried, and stored, and laboratory hardware stored so as to present an orderly appearance.

- **Requirement:** Implement management, sampling and testing regiments, and administrative, security, and environmental controls that fully implement a quality surveillance program that ensures the receipt, proper handling and accountability, and timely availability of specification product to the customer without impact to the environment. The Contractor shall notify the Government of any circumstance that may result in the inability to perform the required services in a timely manner.
- **Performance Standards:**
  - ✓ One hundred percent sampling prior to, during, and after all fuel receipts, transfers, and issues
  - ✓ One hundred percent visual testing
  - ✓ Qualified personnel on duty as outlined in [Table 1, Hours of Operation](#)
  - ✓ Sampling and testing does not cause delays resulting in demurrage charges
  - ✓ Quality of all petroleum products issued meet specification requirements
  - ✓ Quality of all petroleum products is verified as suitable for their intended use
  - ✓ Records and petroleum samples are maintained to resolve quality concerns
  - ✓ Cleanliness and order maintained

## **C-2.11 Property Management and Maintenance**

**C-2.11.1 General:** Applicable to the very limited facilities provided and outlined herein, the Contractor shall be responsible for the normal and continuous use, operation, and real time reporting of discrepancies applicable to all systems, facilities, and equipment furnished by the Government and identified herein, and shall perform the preventive and operator maintenance required to keep all such fuel systems, facilities, and equipment functional. The Contractor shall provide all manpower, materials, tools, instruments, devices, and equipment not otherwise specified as Government-furnished but directly or indirectly required and called for within this contract or references cited to accomplish all work requirements at the level and scope sited herein. The purchase of repair services and supplies beyond the scope of the preventive/operator maintenance program will, given the appropriate approvals, be reimbursed under [Section C-4.0, Logistics Support, Cost Reimbursable](#).

### **C-2.11.2 Maintenance Categories:**

**C-2.11.2.1 Preventive Maintenance:** Preventive maintenance is a program of periodic or cyclical inspections and servicings designed to preserve and maintain facilities, equipment, and apparatus in such a condition that they may be effectively used for their intended purpose. Preventive maintenance will normally be limited to those actions that can be taken by qualified system operators using common hand tools and specialized tools or instruments as may be prescribed by a specific PM procedure.

**C-2.11.2.2 Operator Maintenance:** Operator maintenance is that work accomplished during routine inspections, other than PM, and system use/operation. Operator maintenance may include, but is not necessarily limited to work such as the replacement of ground wires, plugs, and clips, the replacement of seals, O-rings, the lubrication of components, the tightening of nuts, bolts, and screws to prevent leakage and to stabilize equipment, or corrosion control and spot painting. Operator maintenance is normally limited to actions taken by system operators using common hand tools.



**C-2.11.2.3 Other Maintenance and Repair:** Except as specifically outline herein, maintenance and repair beyond that defined as preventive and operator maintenance, i.e., breakdown maintenance or the unplanned repair or replacement of components that show abnormal wear or fail, must be approved by the COR. Tasking and reimbursable for other maintenance and repair actions on the part of the Contractor will be provided as outlined by [Section C-4.2, Services Requiring a Task Order](#).

## **C-2.12 Preventive Maintenance - Facilities and Equipment**

**C-2.12.1 General:** The Maintenance Plan outlined in [Section C-1.4.6, Maintenance Plan](#), shall provide for the inspection, servicing to the extent applicable under a PM program and as outlined herein, the removal, calibration, and replacement of equipment, and the care of facilities at specified intervals. [Appendix A, Government Furnished Facilities](#), and [Appendix B, Government Furnished Equipment, Supplies, and Services](#), provides listings of facilities and equipment requiring preventive maintenance and shall serve as the base line for the Maintenance Plan. The plan shall provide for a systematic approach to planning, scheduling, documenting, reporting, and managing (labor, materials, time, and costs) those actions that contribute to the uninterrupted function of the fuel facilities and systems. The plan shall include periodic inspection; testing, and minor repair of equipment and facilities in accordance with federal and military specification and standards as well as manufacturer's recommended or commercially accepted practices. To that end, the Government may direct the Contractor to perform practical demonstrates of equipment, procedures, skills, capabilities, and methods for those maintenance and PM processes requiring adherence to measurable standards and skills or the use of specialized instruments, equipment, and tools.

**C-2.12.2 Preventive Maintenance Inspections:** The following inspections are applicable to NAES Lakehurst . The codes following each item heading, i.e., Gauge (Pressure, Differential, and Vacuum) (**A**), indicates the scheduled preventive maintenance cycle of **Annual**. The codes (**C** for continuous or daily observation during system inspections and monitoring during routine work or system operations, **D** for daily, **W** for weekly, **M** for monthly, **Q** for quarterly, **SA** for semi-annual, **A** for annual, and in some cases **AR** for as required) do not dictate or imply it is the only time an item will be monitored or inspected. In all cases, discrepancies noted as part of the daily system inspections and the preventive/operator maintenance program shall be fully documented, reported, and corrected. Repair requirements deemed beyond the expertise of the Contractor or outside normal preventive maintenance practices shall be documented and reported to the appropriate work center via the COR. However, the Contractor may be tasked under [Section C-4.2, Services Requiring a Task Order](#), and shall take the appropriate action dictated by such a tasking.

**C-2.12.2.1 Buildings and Structures (C):** The Contractor shall ensure that all buildings, structures, and facilities used by or under Contractor control are kept clean and sanitary. The Contractor shall sweep, mop, and wax floors and wash windows and walls of occupied buildings or office spaces to present a clean, orderly appearance. Maintenance and storage buildings shall be kept in clean and orderly manner. Areas immediately around buildings for which the Contractor is responsible shall be kept free of debris. The Contractor shall not allow fire hazards, such as oily rags, loose paper, and trash to accumulate in or around buildings, structures, facilities, and areas used, occupied, or controlled by the Contractor.

**C-2.12.2.1.1 Pest, Rodent, and Vegetation Control (AR):** Requests for pest, rodent, and vegetation control shall be forwarded to the appropriate work center or agency via the COR.

### **NOTE**

**The use of pesticides, insecticides, fungicides, and rodenticides by the Contractor is prohibited.**

**C-2.12.2.1.2 General Maintenance (AR):** The Contractor shall reset circuit breakers and switches, furnish and replace burned out standard and fluorescent lights, and plunge sinks and toilets to keep them serviceable. The requirement for other building/structure maintenance, i.e., electric, carpentry, and other skilled trade work shall be documented and forwarded to the appropriate work center or agency via the COR. The Contractor shall not alter any structure or allow it to be altered without explicit written approval by the Government.

**C-2.12.2.1.3 Custodial Service:** The Contractor shall provide custodial services within those areas used and occupied by contract personnel.



**C-2.12.2.1.4 Designated Areas:** The Contractor shall establish a smoking policy that prohibits smoking in other than Government designated areas. The Contractor shall provide signs to be posted at the entrance to work areas that read, "**NO SMOKING EXCEPT IN DESIGNATED AREAS.**" The Contractor shall also designate a smoking area and provide signs that read, "**DESIGNATED SMOKING AREA.**"

**C-2.12.2.2 Trash Removal (W):** The Contractor shall be responsible for the pick-up of all trash and debris within and around fuel areas under its controlled, and shall dispose of all such trash and debris in Government-furnished containers/dumpsters. The Government will dispose of the trash and debris placed within the containers/dumpsters provided.

**C-2.12.2.3 Grounds (C):** Grounds maintenance, grass cutting and vegetation control, will be provided by the Government.

**C-2.12.2.4 Roads and Paved Surfaces (C):** All roads, paved surfaces, curbing, and sidewalks within contracted fuel management areas shall be monitored continuously. Damage, defects, and the need for repairs shall be documented and reported to the appropriate PW work center.

**C-2.12.2.5 Fences and Gates (C):** The Contractor shall inspect all fences, to include signs and markings, gates and automatic gate openers, of fuel management compounds. Discrepancies shall be recorded and a work request forwarded to the appropriate PW work center.

**C-2.12.2.6 Lighting (C):** Exterior lighting, security lighting, and exterior building lights will be monitored on a continuous basis. Discrepancies shall be recorded and a work request forwarded to the appropriate PW work center.

**C-2.12.2.7 Other Facilities, Equipment, and Utilities (C):** The Contractor shall continuously monitor other facilities, equipment, and utilities, storm drains, exterior water systems, power poles, lines and transformers, and exterior telephones, for instance, within Fuel Management areas. Deficiencies noted shall be documented and reported to the appropriate PW work center.

- **Requirement.** Inspect and maintain facilities and equipment so as to be fully capable of performing all scheduled product delivery operations and/or respond to non-scheduled service requests received by the dispatch center. Use the provided facilities for the days/hours specified herein to provide the customer with quality products and services in a safe and timely manner. Capture workload data and maintain records that fully summarize work accomplished in terms of time, cost, and materials. Advise the Government of any circumstance that may result in the inability to perform the required services in a timely manner.
- **Performance Standards:**
  - ✓ Maintain areas, structures, and equipment so as to present a clean and orderly appearance and a safe work environment
  - ✓ Structure and equipment reference files maintained and current
  - ✓ Preventive/operator maintenance performed as scheduled/required
  - ✓ Preventive/operator inspections and maintenance fully documented
  - ✓ Maintenance beyond normal PM/operator programs documented and reported to the COR

## **C-2.13 Training and Records Keeping**

**C-2.13.1 Training Plan and Program:** The Contractor shall establish and maintain a training program that is acceptable to the Government. The plan, both summary and final, shall be provided to the Government as outlined in [Section C-1.4.11, Training Plan](#). On acceptance, the complete training plan shall become a part of the contract. The training plan/program shall ensure that all contract personnel receive training ranging from initial employee indoctrination to fuel safety and environmental issues as may be outlined in but not necessarily limited to in the following table. Training shall be fully documented within each individual's training record. The Personnel Qualification Standard (PQS) for Aviation Fuel Operations Ashore, NAVEDTRA 43288A, shall be used as the core training record for all fuel personnel respectively.

**C-2.13.2 Training Monitor:** The Contractor shall appoint a responsible individual the collateral duty of Training Monitor, the primary point of contact regarding training and records keeping issues.

**C-2.13.3 Training Records:** Training records shall be kept current and information posted thereto as training occurs. Training records shall be made available to the Government on request. All training documents or a complete copy thereof, excluding proprietary company information, shall be provided without cost to an employee on termination of duties with the contractor.

**Table 5 Training Requirements**

Training <sup>(1)</sup>
Base Driver Training and Familiarization to include Flightline Operations
Fire Prevention and Control
Confined Space Entry (as applicable)
Protection of the Environmental
Facility Response Plan (FRP)
Hazardous Communication
Hazardous Waste Operations and Emergency Response
Lock-Out/Tag-Out Procedures
Safe Transportation of Hazardous Materials
Fuel System Safety
Fuels Automated System (FAS)
Other training, i.e., Marine Terminal Operator, as may be required by state and local agencies and defined by the contracted activity.

(1) Except as may be specified by other sections of this contract, the government is not obligated to train or provide training to contract personnel. However, incidental training as may be mandated by the base and provided without cost to the Contractor, i.e., fire prevention or base/flightline familiarization, shall be fully documented within an employee's training record.

- **Requirement:** The Contractor shall continually develop and train personnel to enhance work habits and improve skills applicable to the petroleum management mission. Training relevant to equipment operation, product handling and safety procedures, quality and quantity determination, environmental protection, and administrative/accounting functions shall be provided as applicable. The Contractor shall advise the Government of any circumstance that may result in the inability to perform the required services.
- **Performance Standards.**
  - ✓ The Contractor's Training Monitor is identified
  - ✓ A complete and current copy of the contract Training Plan readily available to the Government on request
  - ✓ One hundred percent compliance with the government accepted training standards
  - ✓ All training records complete and annotated regarding required training as outline in the training plan
  - ✓ Training materials, literature, documents, aids, and information readily available to all personnel

## **C-2.14 Safety Program**

**C-2.14.1 Safety Plan:** As noted in [Section C-1.4.9, Fuel and Cryogenic Safety](#), the Contractor shall publish and maintain a comprehensive fuel safety program that complies with applicable Federal, state, and local laws and Navy instructions and regulations. The following table lists those safety plans/topics to be provided by the Contractor and Government plans to be incorporated in the Contractor's final safety plan. On acceptance, the safety plan shall become a part of the contract.

**C-2.14.2 Safety Monitor:** The Contractor shall appoint a responsible individual the collateral duty of Safety Program Monitor, the primary point of contact regarding the Contractor's safety program.

**C-2.14.3 Safety Materials:** A copy of the safety plan supported by applicable safety literature, training aids, and other safety training materials shall be made available to contract employees.

**C-2.14.4 Accident/Incident Reporting:** All duty related accidents and incidents, to include traffic violations involving Contractor operated equipment, for which the Contractor or contract personnel are responsible or involved in shall be reported to the COR immediately or, depending on the severity and circumstances, as soon as practical. All accidents and incidents shall be fully documented and a copy of all initial draft and final accident/incident reports forwarded to the COR with the next duty day documents and reports. Also see [Section C-2.15.5, Spill Reporting](#), regarding product/material spills.

**Table 6 Safety Plan**

Safety
Industrial Hygiene Plan (Physical survey performed by the Government.)
Confined Space Entry Plan (Provided by the Contractor as applicable.)
Disaster Preparedness Plan (Provided by the Government.)
Fire Prevention and Protection Plan (Provide for all Contractor used and controlled systems and facilities.)
Hazardous Waste Operations and Emergency Response Plan (Provided by the Government.)
Safety and Health Standards Plan
Accident/Incident Reporting

- **Requirement:** Establish a comprehensive safety program and publish a safety plan. Train personnel to recognize potential hazards, avoid exposure to danger, and to develop safe working habits and skills applicable to petroleum related operations so as to minimize disruptions to customer support. The Contractor shall advise the Government of any circumstance that may result in the inability to perform the required services.
- **Performance Standards:**
  - ✓ The Contract's Safety Plan available to the Government and contract personnel
  - ✓ All safety materials, training aids and documents readily available to contract personnel
  - ✓ Contractor safety monitor appointed
  - ✓ One hundred percent documentation and compliance with government approved safety plans
  - ✓ One hundred percent documentation verifying all operations are conducted in accordance with government approved procedures

## C-2.15 Environmental Protection

**C-2.15.1 Compliance:** The Contractor shall comply with Section I, Clause I180, *Clean Air and Water (April 1984)* and, as outlined by [Section C-1.4.4, Environmental Protection Plan](#), shall publish a comprehensive environmental plan that complies with and compliments the Government provided environmental plans listed below. The Contractors plan shall be site specific, cover all areas, facilities, equipment, duties, and tasks for which the contractor is responsible, establish misshape reporting procedures as required below, and should elaborate on issues that may be unique to the activity, i.e. operator pre-testing of used oils collections (not required at all activities). The Contractor shall be fully responsible for compliance with all environmental code, regulation, and laws in effect at the time of contract start and shall comply with all additions, changes, and revisions as may become effective during the contract period.

**C-2.15.2 Permits and Licenses:** Environmental permits and licenses required for the operation of Government fuel facilities will be obtained by and kept on file by the Government.

**C-2.15.3 Training:** The environmental training listed in [Section C-2-13, Training and Records Keeping](#), or as may be relevant to the requirements of this section and the plans outlined shall be the responsibility of the Contractor.

**C-2.15.4 Assignments:** The activity Spill Prevention Control and Countermeasures (SPCC) plan may designate contract management/personnel to serve as the On Scene Coordinator (OSC) relevant to fuel facilities under the control of the Contractor and outlined herein. In addition, fuel dispatchers may be designated as the contract fuels management Initial Point of Contract (IPOC) regarding fuel spills within fuel management areas under the control of the Contractor, or actions relevant to operations involving contract personnel. In concert with the base environmental goals, the Contractor shall train personnel regarding all required duties relevant to the assigned tasks.

**Table 7 Environmental Protection**

<b>Environmental</b>	
EPA Hazardous Waste Management System	40 CFR, Chapter 1, Part 260
Facility/Emergency Response Plan (OPA 90)	33 CFR 154, 40 CFR 112, 49 CFR 194
National Pollutant Discharge Elimination System (NPDES) Permit Plan	40 CFR, Chapter 1, Part 122
Oil Pollution Prevention Operations Manual	33 CFR 154
Spill Prevention Control and Countermeasures (SPCC) Plan	40 CFR, Chapter 1, Part 112
High/Low Level Alarms and Control Valve System Status Report	<a href="#">Section C-2.12.2.10</a>
HAZWOPR/First Response Training	29 CFR, Chapter 17, Part 1910

**C-2.15.5 Spill Reporting:** In addition to any and all formal Government requirements for the reporting of fuel spills, the Contractor shall provide a simplified report of all spills involving the Contractor, its personnel, equipment, systems, and processes for which it is responsible. Outside aircraft venting incidents (refueling), minor seepage or weepage of system/equipment components, or the capture of small amounts of fuel in drip pans incidental to maintenance, i.e. nozzle changes or strainer cleaning, the spill and loss or recovery of product shall be reported to the COR, the DESC-FPB Contracting specialist responsible for the contract, and NAVPETOFF FM and FMB. All reports shall be immediate (same day) written (e-mail) accounts of the circumstances surrounding the spill, the estimated amount of the spill, and actions taken to remediate the spill.

**C-2.15.6 Supplies and Equipment:** The Contractor shall be responsible for the inspection, inventory, and care of the spill containment and clean up kits outlined under [Section C-2.12.2.34, Spill Remediation Kits](#) (facilities), and [Section C-3.1.2.10, Spill Remediation Kits](#) (vehicles). Consumables, i.e., small spill barriers, absorbent pads and compounds, squeegees, mops, rags, and other materials required to replenish kits or maintain all kits at 100 per cent usable level shall be provided by the Contractor.

- **Requirement:** Publish an environmental protection plan and train, assign, and task personnel to take all required and necessary actions to prevent, control, or abate environmental pollution relative to the fuel facilities, activities, and programs under the Contractor's control and responsibility. Maintain remediation and clean up kits to respond to and control spills to the extent possible. The Contractor shall notify the Government of any circumstance that may result in the inability to perform the required services.
- **Performance Standards:**
  - ✓ A copy of the current Government Spill Prevention Control and Countermeasures (SPCC) plan on hand or available to the Contractor
  - ✓ Contractor Environmental Protection plan on hand and available to the Government on request
  - ✓ As applicable, Initial Point of Contact (IPOC) assigned and trained regarding responsibilities
  - ✓ As applicable, On Scene Coordinator (OSC) assigned and trained regarding responsibilities
  - ✓ One hundred percent compliance with environmental laws, regulations, and government environmental documents.
  - ✓ Inspect and resupply remediation kits to 100 per cent clean up capacity
  - ✓ Fuel spills, regardless of size, reported to the COR, DESC, and NAVPETOFF
  - ✓ Notice of Violation forwarded to the COR

## C-2.16 Security

**C-2.16.1 General:** Under the guidelines of the most current [OPNAVINST 5530.14, Navy Physical Security](#), the Contractor shall be responsible for implementing the administrative and physical security measures required and necessary to protect Government facilities, vehicles, equipment, materials, systems, and petroleum products, as well as, contractor owned equipment, tools, supplies, and vehicles and products held therein. The Contractor shall provide all labor, vehicles, equipment, materials, and supplies necessary to manage and protect all the areas under its control. The contractor's security plan, the requirement for which is established in [Section C-1.4.10, Security Plan](#), shall outline policy, guidance, and procedures regarding facility access controls and visitor logs, lock and key controls, random patrols of fuel management facilities and pipelines, ADP security, and other measures as may be required and relevant to NAES Lakehurst.

**C-2.16.2 ADP Security:** The contractor shall comply with all ADP security measures and requirements for Government computer systems. Contract personnel requiring access to the DOD computer systems shall be properly cleared at the level dictated below. Accept for the Government responses to a Contractor's requests for a clearance, the administrative burden required to apply for and process clearances requests and to gain access to computer systems at any level shall be the responsibility of the Contractor.

**C-2.16.2.1 Local FCC Access:** Dispatchers and other contract personnel, to include contract management, requiring access to the FAS Fuel Control Center (FCC) systems shall be cleared and provided system access (a password) as dictated by local IT/ADP instructions.

**C-2.16.2.2 FAS Enterprise Server (FES):** Persons requiring access to FES (the Purple Hub) shall be cleared and obtain a system password. The Contractor shall complete and submit all specified documentation to obtain the appropriate clearances for each person requiring access to FES. Go to <http://www.desc.dla.mil/DCM/Files/FESAccess.pdf> for instructions regarding access to FES. To the extent possible and practical, all applicable documentation should be submitted well before the contract start date. Contract personnel will not be granted access to FES or capable of performing contractually obligated tasks until a clearance/password has been provided.

**C-2.16.3 Physical Barriers:** Except for grounds maintenance and vegetation control around and under installed physical barriers as outlined in [Section C-2.12.2.3, Grounds](#), the Government will provide and maintain the physical security barriers, i.e., walls, fences, lighting, and alarms as may be necessary to protect property; however, see monitoring/reporting of such facilities as outlined below.

**C-2.16.4 Patrols and Guards:** Except for the personnel requirements noted within this section, contractor furnished security guards are not required.

**C-2.16.5 Monitoring/Reporting:** The contractor shall perform and document end-of-day facility inspections to ensure all systems are secure to the extent of the physical barriers provided. During the duty hours reflected in [Table 1, Hours of Operation](#), unmanned fuel facilities shall be randomly inspected at least every four hours. Noted facility, physical barrier, and lighting discrepancies shall be reported as are outlined in [Section C-2.12, Preventive Maintenance](#). The Government will perform after hour drive-by security inspections.

**Table 8 Security Measures**

Security
ADP security, user accounts and passwords, obtained for Government computer system users.
Maintain controlled access to Government facilities under the Contractor's control.
Secure all gates, buildings, facilities, and systems when not in use.
Establish and maintain a key security and lock control system.
Maintain visitors logs.
Perform and document random security checks/patrols of areas not normally occupied beyond normal duty hours.

- **Requirement:** In concert with the local vulnerability assessment, the threat condition established, and to the extent of the physical barriers and systems provided, the Contractor shall act to ensure that all Government/Contractor facilities, equipment, materials, supplies, products, and computer systems over which the Contractor maintains control are physically secure. The Contractor shall advise the Government of any circumstance that may result in the inability to perform the required services.
- **Performance Standards:**
  - ✓ Level of security comparable to the established threat condition
  - ✓ Security plan and requirements documented and files maintained
  - ✓ Key and lock system established and controlled
  - ✓ Visitor logs maintained
  - ✓ Random security inspections performed and documented
  - ✓ Facility inspections performed to ensure security systems are functional. Noted discrepancies reported
  - ✓ Government computer systems used only by personnel who are cleared and provided password access

## C-2.17 Property Inventory and Accountability

**C-2.17.1 Joint Inventory:** At contract turnover as outlined in [Section C-1.5, Contract Turnover](#), representatives of the Contractor and Government will conduct a joint inventory of all Government furnished facilities, systems, equipment, supplies, and other property to be furnished by the Government to the Contractor. They will jointly validate the list of facilities, fuel systems, equipment, and components listed in [Appendixes A, Government Furnished Facilities](#), and update the appendix to fully account for Government assets to be placed under the care and control of the Contractor. They will also update and jointly validate [Appendix B, Government Furnished Equipment, Supplies, and Services](#) to provide an inventory of all other Government furnished minor property.

**C-2.17.2 Disposition of Government Property:** The Government reserves the right to dispose of any excess or unserviceable facilities, equipment, components, parts, materials, supplies, or other items as may have been furnished at any time over the course of the contract. The Government will replace items critical to the Contractor's performance; however, the Contractor may be tasked under [Section C-4.2, Services Requiring a Task Order](#), to provide replacement items or procure repairs. Furthermore, the Government reserves the right to dispose of any excess or unserviceable common use items such as but not limited to office and rest area furniture, decorative pieces, and appliances such as coffee machines, microwave ovens, and refrigerators without replacement. Appliances and furniture items accumulated, collected, or otherwise provided by the Contractor over the course of the contract shall be removed from the base or otherwise disposed of at the end of the Contract. All facilities, equipment, components, parts, materials, supplies, or other items furnished by the Government to the Contractor shall be returned to the Government in as good a condition as received, allowing for normal wear and tear.

**C-2.17.3 Annual Property Inventory:** As outlined in [Section I, Clause II14, Government Property \(Fixed-Price Contracts\)](#), the Contractor shall account for all properties, maintain records, and submit a report of Government Furnished Equipment/Property in the custody of the Contractor, annually, as of the anniversary of the contract. The report shall be forwarded to the COR not later than 30 days from the anniversary date each year of the contract. The Contractor's report shall provide a complete inventory of Government-furnished property under its custody. The Contractor shall identify all property deleted and received since the preparation of the last inventory and provide copies of source documents, i. e., Contractor/vendors invoices, for each item of Government-furnished property. As applicable, [Appendixes A, Government Furnished Facilities](#), and [Appendix B, Government Furnished Equipment, Supplies, and Services](#), shall be updated by the Contractor.

## C-2.18 Use of Government Facilities

**C-2.18.1 General:** The Contractor shall not permit or authorize personnel to store, repair, or care for personal property such as boats, motor vehicles, recreational vehicles, trailers, motorcycles, etc., on Government property under Contractor control. Likewise, the Contractor shall not use Government property, facilities, or buildings for the storage or repair of Contractor-owned vehicles and equipment not specified or provided within the terms of this contract.

**C-2.18.2 Parking:** The parking of personal vehicles used for transportation to and from work will be permitted in designated vehicle parking areas during normal working hours.



## C-3.0 CONTRACTOR-FURNISHED EQUIPMENT

### C-3.1 Vehicles

**C-3.1.1 General:** The Contractor shall ensure that all the vehicles, equipment, tools, supplies and services specified, required and necessary for the normal and continuous safe operation, maintenance, and inspection, calibration and upkeep of the equipment identified within this section are provided and available. The Contractor shall provide all tools, equipment, instruments, devices, parts, and supplies directly or indirectly called for within this contract or references cited. The Contractor shall provide all of the vehicles required and necessary to meet the workloads identified herein within the response times outlined in [Section C-2.2.2.2, Response](#), for the petroleum related operations specified in [Table 1, Hours of Operation](#). The equipment stipulated within this section shall be built to the specifications outlined, a grouping of Federal, commercial, and organizational specifications directly and indirectly used and referred to by DOD and other Government agencies in the procurement of equivalent type of vehicles and equipment. All equipment shall be maintained in a fully serviceable condition by the Contractor and shall be fully capable of safely performing the tasks for which they are designed.

**C-3.1.1.1 Configuration:** All vehicles provided shall be built to and configured as specified herein. Other than those parts and subparts that are attached by a quick disconnect or a locking type coupler that can be immediately and readily installed by the equipment operator, all equipment, attachments, parts, systems, and subsystems shall be provided with and remain on the vehicle.

**C-3.1.1.2 Replacement of Vehicles:** The vehicles provided to an activity at contract start shall not be replaced or removed from the base/station without written notification to and documented approval by the Government.

**C-3.1.1.3 Standby Equipment:** Standby or spare vehicles not specified or required herein but presented for use on station shall pass all inspections applicable to the equivalent type of equipment provided under this contract.

### C-3.1.2 Prime Mover, Trucks and Tractors

**C-3.1.2.1 General:** Truck and tractor chassis, to include motor tank vehicle chassis, provided under this contract shall be of the size, capacity, and condition that provides for an ease of operations fully intended by the truck manufacture, the complete safety of the driver/operator, and one that reflects the pride and professionalism of the Contractor. Truck and tractor chassis shall be of a standard, first class commercial design fully equipped and sized to tow/carry the cargo load to which they will be subjected. Subject to the minimum cargo tank capacity set forth in [Section C-3.1.3.2.1, Cargo Tank Capacity](#), the Contractor shall provide equipment that, when filled to capacity, will, to the maximum extent possible and practical, support the loads being carried. Tractors under 8,000-gallon refuelers shall be configured with three (3) axles rated at 12/20/20 thousand pounds or greater front to rear. 5,000-gallon motor tank trucks shall be configured with three (3) axles rated at 14/20/20 thousand pounds or greater front to rear. Single and dual product 2,000-gallon motor tank trucks used for the transport of ground fuels, aviation gasoline, used oils, and recyclable fuels shall be configured with two (2) axles rated at 10/19 thousand pounds or greater front to rear. Equipment providers shall comply with the most current version of *Federal Standard 794\**; *Truck and Truck Tractor, Medium Commercial* for two (2) axle, 2,000-gallon motor tank trucks and *Federal Standard 807\**; *Truck and Truck Tractor, Heavy Commercial* for three (3) axle 5,000 and 8,000-gallon trucks; however, alternative engine specifications [215 horsepower rated engines for three (3) axle vehicles and 175 horsepower rated engines for two (2) axle vehicles] and alternative transmission specifications [manual versus automatic] are expectable. As outlined in the aforementioned standards, vehicle ratings shall be the manufacture's published ratings. Component and vehicular ratings shall not be raised to meet the requirements of this or any other specification. Except as specifically modified herein, each truck/tractor shall be configured and maintained to meet the requirements set forth in [49 CFR, Chap III, Sub-Chap B, Part 393, Parts and Accessories Necessary for Safe Operation](#). All tractors of the same class shall be interchangeable with all trailers of the same class without modification to the tractor or trailer.

**C-3.1.2.2 Safety/Environmental:** The Contractor shall maintain trucks and tractors so that entry of carbon monoxide and noxious fumes into the vehicle cab is minimized. Rubber boots around pedals and levers shall be in tact and tight fitting. Grommets in holes through the firewall shall fit snugly. Holes in the floor panels, firewall, or elsewhere within the cab shall be repaired/closed. Heater and fresh air intakes shall be remote from the exhaust discharge. Exhaust systems shall be inspected and repaired or replaced as necessary. Engine oil and fluids shall be controlled (leaks repaired) so as to prevent the spillage of fluids anywhere.



**C-3.1.2.3 Radios:** The Contractor shall provide the radios described in [Section C-3.3.1.1, Radios](#). The ignition system of all Contractor vehicles shall be equipped with devices designed to minimize radio interference.

**C-3.1.2.4 Electrical Wiring and Lights:** All wiring beyond the rear of the truck or tractor cab shall be of adequate size to provide the required current-carrying capacity and mechanical strength. It shall be mounted to provide protection from physical damage and contact with spilled fuel by being enclosed in a metal conduit or other oil-resistant protective covering. All circuits shall have over-current protection. Junction boxes shall be weatherproof.

**C-3.1.2.5 Mirrors and Glass:** All trucks and tractors shall be equipped with large, truck type exterior rear view mirrors located and mounted so as to provide the driver a clear view of the rear along both sides of the vehicle or trailer. Mirrors as well as windshields, windows, turn signals, reflectors, clearance and brake lights shall not be cracked, broken, fogged, or distorted in a way that would impede the driver's vision or prevent a clear signal to other traffic.

**C-3.1.2.6 Fenders and Mudguards:** Fenders and mudguards shall be installed over the wheels of the tractor to fully protect the cargo tank and pumping system. Front fenders/mudguards may be tractor or trailer mounted. Non-functional skirting and flashing is prohibited.

**C-3.1.2.7 Tires:** Unless specific tire requirements are established by the Commanding Officer, *49 CFR, Chap III, Sub-Chap B, Part 393, Sub-Part G* applies. However, non-FOD tire may be mounted at the Contractors discretion.

**C-3.1.2.8 Exhaust:** The exhaust system of all trucks/tractors shall consist of a standard commercial muffler and a spark arrestor. The spark arrestor shall be approved under *USDA Forest Service Standard 5100.1b as supplemented by the NWCG Spark Arrestor Guide, General Purpose and Locomotive (GP/Loco), Volume 1*. The spark arrestor shall have a clean out plug. Where flexible exhaust pipe is used to absorb engine torque, a short section, not exceed 18 inches may be used. Exhaust systems shall be configured as follows:

#### NOTE

**A spark arrestor is not required on trucks equipped with turbo diesel engines where 100 percent of the exhaust passes through the turbo unit.**

**C-3.1.2.8.1 Forward Mounted Fuel Components:** On fuel servicing tractor/semi-trailers where fuel system components and piping are mounted on the tractor chassis or on the front of the tank over the tractor chassis, and on cargo tank motor vehicles where components are mounted on the chassis between the cab and the tank or along the chassis under the tank behind the cab, the muffler and spark arrestor shall be mounted at the front of the engine with the exhaust outlet directed toward and exiting at the right extreme of the front bumper of the unit. The exhaust outlet shall point toward the ground at a 45-degree angle and terminate no higher than 18 inches above the ground.

**C-3.1.2.8.2 Under-Trailer/Rear Mount Fuel Components:** On fuel servicing equipment configured with the system components and piping mounted under the trailer and to the rear of the trailer landing gear or on the rear of the trailer or tank, a shielded commercial exhaust system as described in *NFPA 407, Standards for Aircraft Fuel Servicing*, may be installed. Exhaust piping, shielded or otherwise, shall not terminal under the truck/tractor cab or anywhere between the chassis frame rails.

**C-3.1.2.9 Painting and Marking:** Contractor vehicles, excluding utility vehicles, shall be painted and marked in accordance with [NAVFAC P-300, Management of Transportation Equipment](#). All vehicles shall be free of rusted areas, running rust, flaking paint, and excessive paint oxidation. Contractor vehicles shall be completely repainted when touch up painting exceeds 20 percent of the vehicle's surface. Faded, poorly reflective, and obscure stencils, placards, and logos shall be replaced.

**C-3.1.2.9.1 Placards:** A DOT placard applicable to the grade of product being transported shall be placed on the left quarter of the front bumper. A placard holder or rigid plate to which the placard is mounted may be used for the bumper mounting. See sections applicable to the cargo tank for side and rear placard requirements.

**C-3.1.2.9.2 Company Logo:** Truck/tractor doors shall be marked with a permanently affixed company name or logo. The name or logo shall be applied in a professional manner, reflective of company pride and professionalism. Stenciled or spray painted logos or magnetic placards shall not be used.

**C-3.1.2.10 Spill Remediation Kits:** Each Contractor truck/tractor shall be equipped with a 10-gallon spill clean up/remediation kit that is protected from the elements but readily available to the vehicle operator.

**C-3.1.2.11 Equipment Controls:** Except to operate the clutch, set the transmission in the appropriate gear, and engage the PTO, all pump system controls and effort necessary to observe or operate those controls and the pumping system shall be from the operator position outside the cab of the vehicle being operated. Once the unit is set to operate, the drive shall not be required to re-enter the truck cab except in an emergency or to disengage the PTO and move the equipment from the servicing area.

**C-3.1.2.12 Spot Light:** Each prime mover shall be equipped with a cab-mounted spotlight that can be manipulated by the driver from within the truck cab.

### **C-3.1.3 Refuelers**

**C-3.1.3.1 General:** Contractor provided refuelers (fuel-servicing trucks/trailers and cargo motor tanks configured to issue filtered product, and defuel and filter product being returned to the cargo tank) shall be configured to meet the specifications outlined herein. The design and construction of new refuelers shall be such that the cargo tank meets DOT 406 specifications; however, cargo tanks built to MC 306 specifications are acceptable. Refueler components shall be applied in accordance with the most current edition of [NFPA 407, Standards for Aircraft Fuel Servicing](#); however, see [NAVAIR 00-80T-109, Aircraft Refueling NATOPS Manual, Chapter 11](#), with regard to the basic components to be installed, their specific range of measurements, and the use of COMNAVAIRAIRSYSCOM approved components. Should a conflict between specifications arise, the more stringent or restrictive requirement shall apply. Except for the PTO mounted hydraulic pump and the tractor to trailer electrical, air, and hydraulic lines, all components shall be contiguous to the cargo tank/frame (semi-trailers), or the entire prime mover/refueler shall be a cargo motor tank. A hydraulic cooling system, if installed, may be tractor or trailer mounted. Regardless of the refueler/truck configuration, all hoses and connections, i.e., servicing hoses, recirculation, bottom loading, and defuel connections, overfill protection devices, grounds, deadman controls, or otherwise shall be located on the left or drivers side of the vehicle.

#### **NOTE**

The Government reserves the right to designate the grade of product to be held in and dispensed from any or all Contractor fuel servicing vehicles. Reasonable costs associated with product changes, filter replacement for example, directed by the Government will be borne by the Government.

**C-3.1.3.2 Cargo Tank:** Cargo tanks be constructed of aluminum or stainless steel. New tank construction shall conform to DOT 406 specifications as outlined in the [CFR Title 49, Transportation](#); however, used cargo tanks constructed to MC 306 specifications are acceptable. Unless specified otherwise, the provisions of [49 CFR 178](#) and the most current subpart applicable to specification DOT 406 or MC 306 apply. Furthermore, all referenced guidelines for the construction, use of materials, inspections, certifications, marking, and stamping of cargo tanks or components thereof, also apply. The cargo tank shall be one compartment with the appropriate baffles. Each baffle shall be open at the baffle/tank top to allow venting between all baffled areas at the 600 GPM fill rate. Openings at the baffle bottom/tank floor shall allow the flow of lading to the tank suction point at the 300 GPM issue rate. The entire tank shall drain completely to a low point. The tank shall be designed so that all portions are accessible for inspection, cleaning, and maintenance. Each cargo tank shall be marked with a specification and nameplate as outlined in [49 CFR 178](#). In addition, [49 CFR, Part 180, Subpart A, General, and Subpart E, Qualification and Maintenance of Cargo Tanks](#) shall apply.

#### **NOTE**

MC 302, 303, or 305 specification tanks will not be considered under this contract.

**C-3.1.3.2.1 Cargo Tank Capacity:** Cargo tanks provided shall have a **minimum capacity of 5000-gallons** plus the appropriate expansion space. Unless specified otherwise, cargo tanks shall be filled to capacity. Subject to the minimum cargo tank capacity specified, see [Section C-3.1.2.1, General](#), regarding 5,000 motor tank trucks (refuelers). Vehicle ratings shall be the manufacture's published ratings. Component and trailer ratings shall not be raised to meet the requirements of this or any other specification. Equipment required for use or travel off station shall be properly licensed or permitted and loaded to comply with all federal, state, and local highway/road use laws, regulations, and code.

#### NOTE

All fuel servicing trucks and tractor/trailer combinations shall be filled to capacity with JP5/8 or a fluid of equivalent weight. Certified weight documents and manufacturer's documents regarding weight specifications, exceptions, limitations, or re-rating of axles shall be presented at the time of the equipment inspection, [Section C-3.3.1.2, Equipment Inspection](#).

**C-3.1.3.2.2 Sacrificial Devices:** As outlined in [49 CFR 178-345-8 and 346-8](#), any piping that extends beyond the accident damage protection must be equipped with an emergency stop valve and a sacrificial device such as a shear section. Sacrificial devices in the form of a shear section shall conform to the specifications of TTMA RP 86-98 as tested in accordance with the procedures set forth in TTMA 84-98 or the most current version hereof.

**C-3.1.3.3 Tank Venting:** In addition to pressure and vacuum devices required under specification MC 306 and DOT 406, the cargo tank shall be equipped with a positive venting system rated at the 600 GPM bottom loading flow rate. The system shall open automatically when the unit is set for the movement of product into or out of the cargo tank.

**C-3.1.3.4 Overfill Protection:** Each cargo tank shall be equipped with an overfill protection device, system or equipment compatible with that installed on the petroleum distribution system (fillstand) at the contracted activity. The refueler connection/receptacle that mates with the fillstand cable/connector shall be firmly mounted near the bottom-loading receptacle. The cable/connector receptacle shall be painted green for easy identification. Any wiring between the receptacle and the tank probe shall be encased as required by [Section C-3.1.2.4, Electrical Wiring and Lights](#). Any system installed/used shall be fully functional in the defuel mode and capable of being tested during equipment inspections. For probe type overfill protection systems, i.e., Scully and OPW, a minimum of three [portable devices](#), fully compatible with the tank mounted system, shall be furnished by the Contractor to be used for short-term emergencies. If the contracted activity fillstand system is not equipped with a functional overfill protection device, system, or equipment, the Contractor shall provide fuel servicing trucks equipped with an overfill protection system that is integral to the cargo tank/refueler. That system shall stop the flow of product to the cargo tank completely at the designated full tank level. Regardless of the method used, an anti-drive feature required under [Section C-3.1.3.6.1, Bottom Loading](#), shall be installed.

#### Note

The overfill protection system (receptacle) currently installed at NAES Lakehurst is the Scully model XYZ, the older four prong style receptacle.

**C-3.1.3.5 Low Point Drain:** The cargo tank shall be configured with an internal self-closing stop-valve at the lowest point(s) of the cargo tank to facilitate low point/complete draining of the tank. Piping/tubing necessary to make the drain point readily accessible without having to crawling under any portion of the vehicle shall be installed and terminate with an additional rigidly mounted control valve. The cable/pull mechanism used to open the self-closing low point drain valve shall terminate at or near the low point drain outlet but apart from the emergency control system identified in [Section 3.1.3.8.3, Emergency Controls](#), and shall be clearly marked "LOW POINT DRAIN" in a color other than red.

**C-3.1.3.6 Piping:** System piping shall be designed and installed to facilitate complete drainage of the cargo tank. Piping sections subjected to excessive movement during operation, shall be firmly mounted or braced, and fully protected by grommets where it passes through sheet metal frames or bulkheads. The pump and bottom loading system piping shall be constructed of schedule-40 aluminum or schedule-5 stainless steel.

#### NOTE

Refuelers configured with permanently installed tank to tractor--tractor to tank product transfer or "belly hoses" will not be considered for use under this contract.

**C-3.1.3.6.1 Bottom Loading:** Cargo tanks shall be configured to bottom load at 600 GPM. The jet fuel bottom loading system shall consist of a standard single point receptacle with dust cover and manual shutoff valve. An anti-drive away device/system, one that will prevent the movement of the unit as long as a nozzle is connected to the bottom-loading receptacle, shall be incorporated in the bottom loading system.

#### NOTE

**In those states requiring vapor recovery, a vapor recovery system shall be installed on refuelers dispensing volatile products, i.e., Jet B, JP4, and aviation gasoline.**

**C-3.1.3.6.2 Recirculation:** All fuel servicing hoses shall be capable of being recirculated. The recirculation system shall be capable of flow rates equal to the size and type of hose system being tested. Product shall be drawn from the main tank valve/suction point, circulated throughout the entire fuel system and hose(s) and returned to the tank at a separate tank fitting remote to the suction point, see [NAVAIR 00-80T-109, Aircraft Refueling NATOPS Manual, Figure 11.5](#). The bottom-loading system may serve as the recirculation point if the return to the cargo tank is remote to the pump suction point.

**C-3.1.3.7 Defueling:** Each refueler shall be capable of defueling at 50 GPM at ground level. All product defueled shall be metered, filtered, and pass through the relaxation chamber prior to returning to the cargo tank. The defuel connection (stub) shall consist of a one and one-half inch (1½") quick disconnect adapter (male fitting) and dust cap, a line strainer assembly, and a control valve that isolates the strainer and defuel connection. The strainer screen shall be readily removable for cleaning and inspection without interference with or removal of other components.

**C-3.1.3.8 Pumping System:** The pumping system shall consist of pumps, piping, connectors, valves, and other hardware identified herein. The pump system shall provide for a low flow rate, 0 to 100 GPM via overwing nozzle, and high flow, 0 to 300 GPM via the underwing (single point) nozzle. The pump system shall be adjustable so that fuel pressure measured at the underwing nozzle does not exceed 50 PSI at the 300 GPM rate during aircraft refueling. All system controls, valves, and hose connections shall be accessible to the operator and operable from ground level. All metals downstream of, and including the filter/separator, that are exposed to the fuel, shall be non-ferric or stainless steel material. Internally coated piping and components are not acceptable.

#### Note

**Pumping systems using hydraulic pressure, i.e., tractor to trailer pressure systems shall be conspicuously marked with the appropriate "HIGH PRESSURE WARNINGS." Precautions regarding such systems shall be included in operator training programs.**

**C-3.1.3.8.1 Flow Control:** A calibrated pump pressure gauge, the differential gauges noted in [Section C-3.1.3.9.1, Differential Pressure](#), and a throttle or rate of flow control mechanism that can be set or locked in position shall be centrally mounted outside the truck cab so they can be read/operated from the equipment operator's position. The pump pressure gauge shall be marked to indicate maximum servicing/operating range and clearly labeled as to its function. All controls shall be illuminated by a panel/frame mounted lighting system conforming to [Section C-3.1.2.4, Electrical Wiring and Lights](#), during night operations.

**C-3.1.3.8.2 Performance:** Unless otherwise specified, refuelers shall be capable of dispensing product at the minimum rate of 0 to 100 GPM through a 1½ inch by 50 foot (1½" X 50') fuel servicing hose and a 1½ inch overwing servicing nozzle and 0 to 300 GPM through a 2 inch by 50 foot (2" X 50') fuel servicing hose, dry breakaway coupler, 55 PSI hose end pressure regulator, and an underwing (single point) servicing nozzle as measured at the truck meter when connected and returning product to the equipment bottom loading or recirculation point. Pumping systems, thus configured shall be capable of sustained flow at the rates noted until the cargo tank is empty or pump suction/prime is lost. Hose/system flow rates shall be measured separately.

**C-3.1.3.8.3 Emergency Controls:** In addition to the main tank valve control mechanism, the valve normally positioned at the approximate center of the refueler and opened by the operator to allow the flow of product, emergency shutdown devices shall be installed at the left front and right rear of the cargo tank. These mechanisms shall be unobstructed, i.e., mounted outside of the tank frame, ladders, fire extinguishers, and placards, readily identifiable (handles that may blend with the truck color painted red), and clearly marked **EMERGENCY SHUTOFF** with directions to **PUSH, PULL, LIFT, CLOSE, or BREAK** in two-inch white lettering on a red background. An arrow indicating the direction of motion shall also be provided. Systems equipped with break off type devices (those that release air pressure to shutdown the system) shall incorporate a means of testing the system. Fusible plugs or links incorporated into the emergency shutdown system shall not be painted.

**C-3.1.3.9 Filter Separator:** A three-stage filter/separator configured with coalescer elements as specified under MIL-F-52308\* or meeting American Petroleum Institute (API) Publication 1581, Group II, Class C standards, a separator stage (elements) as outlined by MIL-F-8901\*, and fuel monitor elements equivalent to that of MIL-M-81380\* shall be installed on each refueler. The non-ferric or stainless steel filter/separator shall be sized to meet the 300 GPM flow rate established in [Section C-3.1.3.8.2, Performance](#), and configured with the appropriate air eliminator, pressure (thermal) relief system, a water slug control valve and test mechanism, a manual sump drain, differential pressure gauges, and a sample connections as specified in [NAVAIR 00-80T-109, Aircraft Refueling NATOPS Manual](#). The air eliminator and pressure relief valve shall be vented to the main tank via a common line and one-way check valve to prevent back flow to the filter vessel. The water slug control valve and sump float assembly shall stop/start the flow of product when the water within the filter/separator sump reaches a predetermined level. The control valve used in conjunction with the float assembly shall include provisions that will permit manual testing of the water slug control system. The filter/separator sump drain shall be equipped with a spring-loaded ball type drain valve that is normally in the closed position. The chamber shall be designed, constructed, tested, marked, and stamped in accordance with the American Society of Mechanical Engineers (ASME) code, ASME Boiler and Pressure Vessel Code, Section VIII, Division 1. The asterisk \* following all military specifications indicates there is an alpha revision designator. The latest version shall be used.

**C-3.1.3.9.1 Differential Pressure:** Three (3) quality pressure differential gauges in the range specified as follows and graduated in one (1) PSI increments shall be installed so that pressure losses across the filter elements (0-25 PSI), the monitors (0-25 PSI), and the entire filter/monitor system (0-30 PSI) can be recorded separately. Each gauge shall be calibrated and set to read at least zero under normal pumping conditions when new filter/monitor elements are installed. The gauge(s) shall be mounted and labeled so as to be readily identifiable and easily monitored by the refueler operator.

**C-3.1.3.10 Relaxation Chamber:** Each refueler dispensing jet fuel shall be configured with a relaxation chamber, a baffled metal tank within the piping system downstream of the filter/monitor sized to the rated pumping capacity of the refueler. The chamber shall retain fuel within the chamber/tank for 30 seconds after its passage through the filter/monitor system and assure the complete turnover of product. A low point drain valve, accessible to the unit operator without crawling under any part of the truck/trailer, and an air elimination valve/line that vents to the main tank via a one-way check valve shall be installed. The chamber shall be designed, constructed, tested, marked, and stamped in accordance with the American Society of Mechanical Engineers (ASME) code, ASME Boiler and Pressure Vessel Code, Section VIII, Division 1.

**C-3.1.3.11 Meter:** Refuelers shall be equipped with positive displacement, temperature-compensating meters. Meters shall have an accuracy of that stated in the National Institute of Standards and Technology (NIST) Handbook 44. Meters shall be capable of being adjusted while under pressure without leakage or loss of product. Adjustment sensitivity shall be sufficiently fine to permit calibration changes in conformance to the accuracy requirements set forth above. The Contractor shall calibrate or have calibrated by a certified agent each meter semi-annually, after maintenance/servicing, when suspected of being out of tolerance, or when the meter has been damaged. Wire/lead seals shall be affixed to and secure all calibration adjustment devices. The Contractor shall mark each meter to indicate the date of calibration, and shall establish a system of records to validate calibration date markings.

**C-3.1.3.12 Emergency Dry Breakaway Coupler(s):** An emergency dry breakaway coupler (a piping to hose coupler that will break dry and allow the servicing unit unencumbered egress) should be installed on each underwing fuel servicing hose at the point where the hose attaches to refueling piping or hose reel.



**C-3.1.3.13 Hoses:** All fuel servicing hoses shall be [American Petroleum Institute \(API\) 1529, Grade 2, Type C](#) hoses marked accordingly. Unless otherwise specified, refuelers shall be configured with two hoses, a one and one-half inch by fifty-foot (1½" X 50') overwing hose, and a two-inch by fifty-foot (2" X 50') underwing hose. Where hose lengths in excess of 50 feet are required, a threaded hose connector or dry break coupler may be used providing the connector/coupler will not come in contact with any portion of the aircraft during servicing operations. Hoses shall be free of internal/external electrical bond wires. One and one-half inch (1½") hose, that is generally used as a defuel hose, shall be of the hard helix or non-collapsible type. Where two hose assemblies are attached to a common outlet or source of product, a separate control valve shall be provided for and control each hose. Filter and relaxation chamber vent hoses or tubing shall be compatible with the product being handled.

**Note**

**The 1½" OW hose may be configured with 1½" and 2" dry break couplers and coupled to the refueler by the 1½" coupler and subsequently used as the defuel hose.**

**C-3.1.3.14 Hose Storage:** Hose storage in the form of troughs, platforms, or hose reels shall be provided for all hoses. Hoses shall not be hung from the tank or frame. The hose storage arrangement shall be such that no sharp bends or kinks occur while hoses are stored. Hoses shall remain stowed when the vehicle is traveling over rough roads.

**C-3.1.3.15 Hose-End Pressure Regulator (HEPR):** Refuelers shall be configured with a 55-PSI (maximum) HEPR attached to or as an integrated part of each underwing-servicing nozzle.

**C-3.1.3.16 Nozzle(s):** Aircraft fuel servicing nozzles shall conform to the specifications listed herein. Depending on the type aircraft requiring service, three types of nozzles, the underwing or D-1 single point nozzle, the overwing or gravity nozzle, and/or the closed circuit refueling (CCR) nozzle shall be used. Unless stated otherwise, refuelers shall normally be configured with an underwing and overwing type nozzle.

**C-3.1.3.16.1 Underwing Nozzle:** Nozzle, Pressure Fuel Servicing, Locking, Type D-1 (45° elbow inlet body), the underwing or single point type nozzle, as specified by the most current edition of Military Specification MIL-N-5877 and produced by companies listed in the most recent Quality Products List QPL-5877-XX are approved for use under this contract. Each nozzle shall be connected to the issue hose by a dry break quick disconnect coupler, and shall be equipped with a screen of 60 mesh or finer which is readily accessible without the use of tools. Each nozzle shall have a dust cover.

**Note**

**Additional Type D-2 (straight inlet body) nozzles may be required if significant under wing refueling of commercial wide-body aircraft is required.**

**C-3.1.3.16.2 Overwing Nozzle:** An overwing nozzle of the non-automated, non-locking type commonly used to dispense aviation fuel to aircraft shall be provided. Each nozzle shall be attached to the issue hose by a dry break, quick disconnect coupler ([example](#)) to provide for quick nozzle change and recirculation of product within the hose as outlined in [Section C-3.1.3.6.2, Recirculation](#). The nozzle shall be equipped with a 60-mesh or finer screen installed in the non-flexible nozzle tube/spout. Attachments shall include a dust cap that is held in place by wire and spring system, and a permanently attached flexible bonding wire with a ground clip conforming to MIL-C-83413/7B attached near the end, and terminating with a ground plug conforming to MIL-C-83413/4

**C-3.1.3.16.3 Closed-Circuit Refueling (CCR) Nozzle:** Not applicable under this contract.

**C-3.1.3.17 Swivels and Hose Couplings:** All swivels and couplings used within the fuel system shall be the greaseless type; however, a light, hand application of grease, non-soluble in petroleum, to bearing races and bearing surfaces, is acceptable. Old, lubricated swivels on which the lubrication channel has been plugged shall not be used. Except as noted throughout this specification, couplings/connections shall be of the permanent, threaded type.

**C-3.1.3.18 Deadman Controls:** Refuelers shall be equipped with a hand held deadman control with a connecting hose/cable installed in such a manner that it can be stored on a reel or removed and stowed when not in use. The deadman control hose/cable, located/mounted at the unit control panel, shall be of sufficient length that the operator can reach and monitor all controls, except the remote emergency shut-offs, without letting go of the deadman handle. In the underwing (single point) mode, release of the deadman control handle shall completely stop the flow of fuel within a 5 percent overshoot range (in time or gallons) of the rated capacity of the refueler, i.e., 300 GPM is equal to 15 gallons or 3 seconds. In the overwing and CCR mode, the overwing or CCR nozzle shall be considered the deadman control.

**C-3.1.3.19 Static Bonding Cables:** A static bonding cable shall be installed on a rewind reel with cable guide. The overall length of the static bonding cable shall be 50 feet or the length of the longest hose being used whichever is greater. The cable shall be of stranded steel (galvanized or stainless) wire rope 3/32-inch in diameter coated with a petroleum-resistant plastic containing light sensitive dye. The cable shall terminate with a heavy-duty clip conforming to MIL-C-83413/7B and plug, MIL-C-83413/4. Refuelers designated to "hot refuel" shall be equipped with two cable/reel assemblies.

**C-3.1.3.20 Electrical Wiring and Lights:** See [Section C-3.1.2.4, Electrical Wiring and Lights](#).

**C-3.1.3.21 Fire Extinguishers:** Each refueler shall be equipped with at least two fire extinguishers, one on the left (drivers) side readily accessible to the operator at the refueler control panel, the other on the right rear of the unit. Each extinguisher shall have an ANSI rating of not less than 20-B. Halogen extinguishers shall not be used.

**C-3.1.3.22 Fenders and Mudguards:** Fenders/ mudguards shall be installed over the wheels of the trailer to fully protect the cargo tank, hoses, and other equipment. Nonfunctional skirting and flashing are prohibited.

**C-3.1.3.23 Tires:** See [Section C-3.1.2.7, Tires](#).

**C-3.1.3.24 Painting and Marking:** See [Section C-3.1.2.9, Painting and Marking](#), regarding the painting and markings of cargo tanks.

**C-3.1.3.24.1 Alignment of Stencils:** Reflective stencils as outlined in [NAVFAC P-300, Management of Transportation Equipment](#), shall be applied and positioned in a precise manner. Cargo tank side stencils shall read left to right and be proportionally placed along the horizontal centerline of the cargo tank beginning 12 inches from the front bulkhead/tank weld and ending 12 inches from the rear bulkhead/tank weld. Two line stencils, i.e., NO SMOKING over WITHIN 50 FEET, shall be centered vertically on the horizontal tank centerline. Rear tank stencils reading from top to bottom shall be centered on the vertical tank centerline.

**C-3.1.3.24.2 DOT Placards:** DOT placards shall be placed on each side of the tank centered on and one inch below the **FLAMMABLE** stencils. A placard shall also be centered (considering lighting placement) on the right half of the rear bumper. A placard holder or a rigid plate shall be used for the bumper mounted placard versus wrapping the placard over/under or around the bumper.

## **C-3.1.4 Defueler**

**C-3.1.4.1 General:** Dedicated defuel truck is not required under this contract.

## **C-3.1.5 Ground Fuel Delivery Trucks**

**C-3.1.5.1 General:** The Contractor shall provide ground fuel delivery trucks (single or multiple compartment tank trucks capable of issuing and defueling ground fuels). Design and construction of new ground fuel trucks shall be such that the cargo tank meets DOT 406 specifications; however, cargo tanks built to MC 306 specifications are acceptable. Components shall be applied in accordance with [NFPA 385, Standard for Tank Vehicles for Flammable and Combustible Liquids](#), specifications. Should a conflict between specifications arise, the more stringent requirement shall apply. Except as modified by the following, [Section C-3.1.3, Refuelers](#), in its entirety applies. Components not specifically addressed do not apply.



**C-3.1.5.2 Cargo Tank(s) :** See [Section C-3.1.3.2](#) and sub-sections thereto. Baffle openings (top vent/bottom flow) may be sized to 100 GPM. The cargo tank(s) may be dual product having a **minimum capacity of 1,000 (MUR) and 1,000 gallons (JP8)** plus the appropriate expansion space, or single product tank trucks of equal or greater capacity. See [NFPA 385, Standard for Tank Vehicles for Flammable and Combustible Liquids](#) regarding dual product tank separation. Unless specified otherwise, all cargo tanks shall normally be filled to capacity.

**C-3.1.5.3 Tank Venting:** See [Section C-3.1.3.3, Tank Venting](#); however, the venting capacity for this small unit may be reduced to 100 GPM.

**C-3.1.5.4 Overfill Protection:** See [Section C-3.1.3.4, Overfill Protection](#).

**C-3.1.5.5 Low Point Drain(s):** See [Section C-3.1.3.5, Low Point Drain](#).

**C-3.1.5.6 Piping:** See [Section C-3.1.3.6, Piping](#). For ground fuel trucks, system piping may be configured so that product is drawn from (issue) and returned to (fill or defuel) a common point/valve.

**C-3.1.5.6.1 Bottom Loading Connection(s):** Ground fuel delivery trucks shall be equipped/configured for bottom loading at a minimum of 100 GPM. The type bottom-loading adapter will be determined by the grade or class of products to be loaded. Jet fuels used in lieu of diesel fuel shall be loaded through a two and one-half inch (2 1/2") single point pressure fuel-servicing adapter. Diesel fuel and gasoline shall be loaded through a [dry-break disconnect adapter](#) assembly (OPW CIVACON KAMVALOK® for example); two inch (2") for diesel fuel and one and one-half inch (1 1/2") for gasoline. Dust caps shall be provided for all systems.

#### NOTE

In those states applicable, vapor recovery systems shall be installed on units/systems designated to handle automotive gasoline (all grades).

#### NOTE

NFPA 385-90, Section 6-2.12, and all reference to "top-loading" of ground fuel trucks shall be disregarded. Only bottom loading of fuel trucks is authorized.

**C-3.1.5.7 Defueling:** Ground fuel delivery trucks shall be capable of defueling the product(s) dispensed at a minimum of 25 GPM. Product shall re-enter the tank via the piping system versus the tank top manhole. The defuel connection shall be a one and one-half inch (1 1/2") quick disconnect adapter and dust cover and a control valve mounted at or near the defuel connection for jet fuel or a dry disconnect adapter assemblies as noted in Section C-3.1.3.2.6 for diesel fuel and gasoline. A line strainer, the screen of which shall be readily removable for cleaning and inspection without interference with or removal of other components, shall be mounted at the control valve/dry disconnect adapter.

**C-3.1.5.8 Pumping System(s):** The pumping system shall consist of a pump, piping, connectors, valves, and other hardware identified herein. Pump bypass/controls shall provide a flow rate, 0 to 25 GPM via a non-automatic overwing or service station type nozzle. All controls, valve(s) and hose connection(s) shall be accessible/operable from ground level.

**C-3.1.5.8.1 Flow Control:** Clutch/PTO controls and an adjustable throttle control device shall be centrally mounted outside the truck cab so they can be operated from the outside operator position.

**C-3.1.5.8.2 Performance:** Unless otherwise stated, ground fuel trucks shall be capable of dispensing product at 0 to 25 GPM through a fifty-foot (50') by (1") hose and overwing or service station type nozzle. Pumping systems, thus configured shall be capable of sustained flow at the rates noted until the cargo tank is empty.

**C-3.1.5.8.3 Emergency Controls:** See [Section C-3.1.3.8.3](#); however, the "left front" device may be excluded.

**C-3.1.5.9 Metering/Measurement Devices:** The following metering/measurement devices or systems shall be installed on the ground fuel truck.

**C-3.1.5.9.1 Meter(s):** See Section [C-3.1.3.11](#); however, non-compensated, positive displacement meter(s) with gallon and one-tenth gallon registers shall be installed for each product dispensed.

**C-3.1.5.9.2 Automated Data Collection:** Not required under this contract.

**C-3.1.5.10 Hose(s):** Fifty-foot (50') by (1") commercial fuel hoses compatible with the specific grades of fuel to be handled shall be provided.

**C-3.1.5.10.1 Hose End Fittings:** Hose end fittings, i.e., nozzles, tubes, drum thieves, cut hard/soft hose, and any other apparatus as may be required to connect to and defuel the equipment and facilities assigned shall be provided by the Contractor.

**C-3.1.5.11 Hose Storage:** See [Section C-3.1.3.14](#).

**C-3.1.5.12 Nozzle(s):** Commercial overwing or service station type fuel nozzles sized to the hose installed and compatible with the specific fuel to be dispensed shall be provided.

**C-3.1.5.13 Swivels and Hose Couplings:** See [Section C-3.1.3.17](#).

**C-3.1.5.14 Electrical Wiring and Lights:** See [Section C-3.1.1.4](#).

**C-3.1.5.15 Fire Extinguishers:** See [Section C-3.1.3.21](#).

**C-3.1.5.16 Fenders and Mudguards:** See [Section C-3.1.3.22](#).

**C-3.1.5.17 Painting and Marking:** See [Section C-3.1.3.24](#) and sub-sections thereto; however, smaller stencils, 4 inch on 6 inch versus 6 inch on 8 inch stencils, may be used to mark smaller ground fuel trucks.

## **C-3.1.6 Used Oil (Fuel) Truck**

**C-3.1.6.1 General:** Used oil truck(s) are not required under this contract.

## **C-3.1.7 Recyclable Jet Fuel Truck**

**C-3.1.7.1 General:** Recyclable jet fuel truck (s) are not required under this contract.

## **C-3.1.8 Vacuum Truck**

**C-3.1.8.1 Specifications:** Vacuum truck(s) are not required under this contract.

## **C-3.1.9 Utility Vehicles**

**C-3.1.9.1 General:** Utility vehicle(s), pickup or van type equipment and personnel vehicles, as may be provided and used by Contractor management, maintenance, or other personnel within the Contractor organization. Utility vehicles may be painted commercial colors but shall be marked in accordance with [Section C-3.1.2.9.2, Company Logo](#), and shall be reflective of the pride and professionalism of the Contractor.

**C-3.1.9.2 Spill Kit:** Each utility vehicle as may be furnished shall be equipped with a 10-gallon spill clean up/remediation kit that is protected from the environment but readily available to the vehicle operator.

## **C-3.1.10 Prefabricated Building(s)**

**C-3.1.10.1 Contractor Responsibilities:** Prefabricated buildings are not required under this contract.

## **C-3.2 Records, Inspections and Disposition of Property**

**C-3.2.1 General:** The Contractor shall maintain records; submit to inspections, and dispose of property as outlined in the following sections.

**C-3.2.1.1 Current and Historical Records:** The Contractor shall keep maintenance records on all fuel servicing equipment provided. Such records shall contain a complete description, of the truck, tractor, and cargo tank provided, and a copy of cargo tank certification and any applicable inspection documents as may be required by federal, state, and local vehicle code. A complete maintenance history relevant to the Contractor's possession of the vehicle shall also be provided. All records shall be available to the Government for the duration of the contract.

**C-3.2.1.2 Equipment Inspection:** As outlined in *Section E, Inspection and Acceptance, Clause E29*, four (4) work days prior to the contract start date or a date mutually agreed upon by all parties, the Contractor shall have all equipment, supplies, materials, and documents specified herein available on-site for inspection by the Government. The expense of making such property available for inspection shall be borne by the Contractor. A vehicle identification worksheet, Appendix J, shall be completed for each vehicle presented for inspection. Copies of the worksheets and all required attachments shall be provided to the contracting activity and the post-award inspection team leader on the first day of the equipment inspection.

**C-3.2.1.3 Function and Testing:** An incumbent shall be capable of emptying; gas freeing, and disassembling selected equipment/components on request. Unless directed otherwise, a first time Contractor shall have all fuel delivery vehicles gas-freed for the initial inspection and shall be capable of disassembling such equipment or components thereof as requested. All equipment presented for inspection shall be capable of performing the functions specified, i.e., flow rate, deadman control, emergency stop, and overfill protection in the defuel mode for example. All systems shall be capable of being fully tested during the equipment inspection.

**C-3.2.1.4 Unacceptable Property:** Property deemed unacceptable by the Government shall be repaired, modified as required to meet specifications, or replaced at the Contractor's expense prior to commencement of the contract or on a date mutually agreed to and documented by the COR, NAVPETOFF and DESC within the post award inspection report. Failure by the Contractor to make remedy by the established dates shall result in a formal cure notice. Failure to meet dates established by the cure notice shall constitute grounds for termination/default.

## **C-3.2.4 Disposition of Property**

**C-3.2.4.1 General:** Contractor furnished property identified herein shall be used solely in the performance of this contract and the work defined in [Section C-2.0, Specific Tasks](#). Vehicles and property ordered removed prior to the completion of the contract, removed because it is not capable of performing its designated function, or has become of safety/fire hazards, shall be removed from the work site and replaced if applicable at the Contractor's expense. Whatever the case, the lack of serviceable vehicles shall not excuse the Contractor from performing the tasks defined in [Section C-2.0, Specific Tasks](#).

**C-3.2.4.2 Property Storage:** The Contractor shall not store equipment in excess of the contract requirements on Government property. Equipment deemed to be unacceptable, excess to contract requirements, or that property in place at termination of the contract, shall be removed from Government property within 30 days. Thereafter, the Contractor shall be charged the prevailing commercial storage rate for each piece of equipment kept on Government property.

## **C-3.3 Other Contractor Provided Equipment and Supplies**

**C-3.3.1 General:** The Contractor shall provide the following equipment, supplies, materials, and services. In doing so, the Contractor shall adhere to all Federal, state, and local laws, rules, code, and regulations applicable to the products and services and the purchase, transport, use, storage, and disposition of hazardous materials that may be required to fulfill the conditions of this contract.

**C-3.3.1.1 Radios:** The Contractor shall provide intrinsically safe, dual channel (Fuel Dispatch Center/Control Tower), fixed or hands held radios, in sufficient numbers to fully control, simultaneously if necessary, all Contractor fuel operations. A base station, antenna, charging units, if applicable, and all other necessary and required equipment to establish and maintain communication throughout the Contractor's area of responsibility shall be provided. The Contractor shall secure a Fuel Dispatch frequency and gain access to the tower/other frequencies as may be required by Memorandum of Agreement (MOA) with the local/base communications organization, prior to the contract start date.

**C-3.3.1.1.1 Radios for Government Use:** See [Appendix, B, Government Furnished Equipment, Supplies, and Services](#), regarding Government-furnished radios.

**C-3.3.1.2 Telephone Services:** The Contractor shall provide all commercial telephone services (voice, facsimile, or data,) and equipment required and necessary to conduct commercial or company business. See [Appendix, B, Government Furnished Equipment, Supplies, and Services](#), regarding Government-furnished telephones services.

**C-3.3.1.3 First-Aid Supplies and Equipment:** The Contractor shall provide a two-person first aid kit for each manned work center, i.e., refueling, storage, direct fuel servicing, etc. Collocated work centers, bulk storage and the laboratory for instance, will be required to have only a single first aid kit.

**C-3.3.1.4 Administrative Supplies and Equipment:** With the exception of Government furnished forms and equipment specified in [Appendix, B, Government Furnished Equipment, Supplies, and Services](#), the Contractor shall provide all administrative supplies (pen/pencil/paper products) and equipment (computer/fax/copy machines) necessary and required to undertake the administrative and records keeping functions relevant to the contract. The Contractor shall not be given access to or use Government office equipment, i.e., computers and copy machines, not specifically provided for under the terms of this contract. See [Appendix, B, Government Furnished Equipment, Supplies, and Services](#), regarding Government-furnished equipment that may be provided; however, note the provisions of [Section C-2.17.2, Disposition of Government Property](#).

**C-3.3.1.5 Janitorial/Housekeeping Supplies, Equipment, and Services:** The Contractor shall provide all janitorial and housekeeping equipment and supplies, to include small trash/waste baskets, self-closing waste containers, and basic personal cleanliness items and restroom supplies, necessary and required to maintain the cleanliness and sanitation of buildings and facilities as may be occupied and used by contract personnel and Government staff. Janitorial services may be sub-contracted.

**C-3.3.1.6 Tools:** The Contractor shall ensure that all hand/power tools, test/measurement/calibration devices, and powered/non-powered equipment required and necessary to inspect, test, calibrate, maintain, and repair Contractor furnished vehicles and components thereof are available as needed. Tools required to maintain Government facilities and equipment to the extent required and outlined herein shall be made available as needed.

**C-3.3.1.7 Spares for Contractor Furnished Equipment:** The Contractor shall provide all spares, replacement parts, components, and repair services required and necessary to maintain and repair all Contractor furnished vehicles, structures, equipment, tools, and other items as may be provided by the Contractor.

**C-3.3.1.8 Spares for Government Furnished Equipment/Facilities:** Not applicable under this contract.

**C-3.3.1.9 Consumables, Maintenance:** Not applicable under this contract.

**C-3.3.1.10 Consumables, Laboratory:** Not applicable under this contract.

**C-3.3.1.11 Grounds Maintenance Equipment and Supplies:** Not applicable under this contract.

**C-3.3.1.12 Snow Removal Equipment and Supplies:** The Contractor shall furnish all powered equipment, shovels, scrapers, salt compounds, and chemicals required and necessary to maintaining a clear path to, in and around the truck parking area and fuel servicing equipment, and to, on, and around all sidewalk and general building entrances used by the Contractor. As mutually agreed to by the Government and Contractor, snow and ice removed from designated areas will be accumulated/stored at or near Building 278 for melting or removal by the Government.

## C-3.4 Uniforms and Protective Equipment

**C-3.4.1 General:** Contract personnel shall wear the appropriate uniforms safety equipment required for self-protection.

**C-3.4.1.1 Uniforms:** All contract personnel, including site managers, shall wear a distinctive company uniform in performance of their duties. Pursuant to US Department of Labor wage determinations, the Contractor shall provide seasonal uniforms consisting of a shirt and pants or coveralls, a matching seasonal jacket/coat, and a matching baseball type cap (not to be worn on the flightline). Except for distinctive management dress shirts, all contract personnel shall be provided and wear the same type, style, or design uniform. All shirts, coveralls, jackets, coats, and caps shall be emblazoned with a readily identifiable company name or logo. All shirts, coveralls, jackets, and coats shall also have the employee's nametag affixed. Laundry services or compensation for such services shall also be provided as stipulated by the applicable wage agreement/determination. Uniforms material blends equivalent to the Navy work dungarees (65/35 polyester/cotton) or the Marine Corps fatigue uniform (50/50 polyester/cotton), are acceptable. Static producing synthetic materials such as 100 percent nylon, polyester, Dacron, rayon, banlon, and silks, shall not be provided as a uniform or worn as an under or outer garment.

### Note

**Regardless of the uniform style chosen, cryogenic supervisors/operators as well as the vehicle mechanic may wear protective coverall type uniforms emblazoned as outlined above.**

**C-3.4.1.2 Safety Equipment:** Contract personnel shall wear Personal Protective Equipment (PPE), cranial helmets, safety shoes, and gloves for example, applicable to the task/duty being performed and as mandated by US Navy, station, and unit instructions and regulations.

**C-3.4.1.2.1 Contractor Furnished Equipment:** The Contractor shall provide its employees with safety equipment such as sound suppression devices and safety goggles. If applicable, other equipment such as fire retardant overalls, safety harnesses and ropes, test equipment for the monitoring of oxygen deficient or explosive atmospheres in confined spaces, and breathing apparatus, shall also be furnished by the Contractor.

**C-3.4.1.2.2 Government Furnished Equipment:** Special safety equipment used in the performance of direct refueling operations, i.e., cranial protective helmets and signal wands, will, to the extent required to equip contract pit operator, aircraft servicer, fire watch, and plane captain crews, be provided by the Government.

**C-3.4.1.2.3 Personal Clothing/Equipment:** The Contractor shall ensure that employees adhere to all foot, hand, and eye protection programs and that each employee provides and uses personal clothing and safety equipment such as safety shoes, prescription safety glasses, and gloves.

## C-4.0 LOGISTICS SUPPORT, COST REIMBURSABLE

### C-4.1 Cost Reimbursement

**C-4.1.1 General.** As outlined above, the Contractor shall provide all services, equipment, supplies, and materials not specified as Government provided elsewhere within this contract or as directed by the COR. However, the Government reserves the right to accomplish any and all maintenance beyond that of preventive and operator maintenance using government assets, labor, or other contracts. Furthermore, the Government reserves the right to purchase any equipment items, supplies, or materials described herein when the Contracting Officer determines it is in the best interest of the Government. That right includes that of tasking the fuel management Contractor. Given a task, the Contractor will be reimbursed as follows:

#### C-4.1.2 Reimbursement for Allowable, Allocable, and Reasonable Cost

**C-4.1.2.1 Goods and Services:** Reimbursement under [Section C-4.2, Services, Requiring a Task Order](#), shall be for the prime Contractor's allowable, allocable, and reasonable direct cost of any subcontracts for furnishing such equipment, supplies, and services as specified.

**C-4.1.2.2 Labor:** Reimbursement under [Section C-4.3, Augmentation](#), shall be for allowable, allocable, and reasonable directed labor costs plus fringe benefits and payroll taxes of the prime Contractor's regular employees. Allowable, allocable, and reasonable cost will be reimbursed pursuant to applicable FAR clauses.

**C-4.1.2.3 Non-Reimbursable Costs:** The Contractor shall not be reimbursed under either section for the cost of labor associated with the use of its employees during normal work hours in the performance of any task listed herein. Nor will the Contractor be reimbursed for equipment costs using Government or Contractor-furnished equipment in the performance of any task listed herein.

**C-4.1.3 Allocation of Costs:** The Contractor shall ensure that the costs for preventive and operator maintenance are included in the appropriate CLIN on a firm-fixed price basis. The Contractor shall ensure that any associated indirect/overhead cost, if any, related to the performance of tasks under [Sections C-4.2, Services Requiring a Task Order](#) and [C-4.3, Augmentation](#) (except as otherwise specified hereinafter) are also included in the appropriate CLIN on a firm fixed price basis. Those associated costs shall include, but may not necessarily be limited to, the costs of office supplies, salary for a purchasing agent considered necessary by the Contractor, and other indirect/overhead costs considered a part of operating the fuel system. Any reference to reimbursement for indirect/overhead costs is not applicable to the reimbursement of costs of the prime Contractor under this contract. In addition, [Sections C-4.2, Services Requiring a Task Order](#) and [C-4.3, Augmentation](#) shall be non-fee bearing. Therefore, references to reimbursement for fixed fee are not applicable to the reimbursement of costs of the prime Contractor under this contract. The Contractor shall provide the following:

### C-4.2 Services Requiring a Task Order

#### C-4.2.1 Contractor Purchasing System

**C-4.2.1.1 General:** The Contractor shall establish and maintain a purchasing system acceptable to the Government and shall comply with the following minimum requirements.

**C-4.2.1.1.1 Standard Operating Procedure:** The Contractor shall prepare a Standard Operating Procedure (SOP) regarding the Contractor's purchasing policies and procedures. The SOP shall include, but will not necessarily be limited to, policy and procedure regarding emergency purchases, subcontracting, termination of contracts, source selection, contract administration, and the maintenance of purchasing records and files. The Contractor shall submit a draft of the SOP to the DESC Contracting Officer, DESC-FPB, to arrive no later than 45 days prior to the contract start date. On review and acceptance, a copy shall be provided to the COR. Thereafter, the Contractor shall adhere to established procedures for the duration of the contract.

**C-4.2.1.1.2 Qualified Companies:** The Contractor shall purchase materials and services only from those companies qualified and normally engaged in the type of repair activities required or those that provide or manufacture the materials needed.



**C-4.2.1.1.3 Quotes:** Except for purchases of \$2,500 or less, a minimum of three quotes (verbal or written) shall be obtained. The award shall be to the lowest, responsible, responsive bidder. Regardless of dollar value or urgency, the Contractor shall withhold award until it has determined that the price is fair and reasonable. Documentation regarding this determination shall be included in the task order file.

**C-4.2.1.1.4 Price:** The Contractor shall procure supplies, materials, and services at the most advantageous prices with due regard for prompt delivery, credits, and other benefits as may be available. The Contractor shall take all actions necessary to obtain applicable tax exemptions, price reductions, discounts, and refunds. Reimbursement to the Contractor will be for net cost or price less discounts, rebates, allowances, credits, tax exemptions, reductions, refunds and other benefits, any or all of which shall be fully documented.

## **C-4.2.2 Maintenance and Repair by Task Order**

**C-4.2.2.1 Requirement to Perform:** The Contractor may be directed by the COR to provide for, or may report to the Government the need for, maintenance and repair services beyond the scope of preventive and operator maintenance outlined herein. On notification of a requirement to perform a specific maintenance task or reporting such a requirement to the Government and being directed to perform, the Contractor shall:

**C-4.2.2.1.1 Writing Description:** Provide a complete written description of the deficiency or the nature of the wear, breakage, or damage to the system needing repairs. This document should include a detailed description of the system requiring maintenance or repair, the specific components needing repair, replacement, or adjustment, and a preliminary list of parts and materials required.

**C-4.2.2.3 Determination:** Determine whether the work will be accomplished in house (by the Contractor) or be subcontracted.

**C-4.2.2.3.1 In House Work:** If the work is to be accomplished in house, provide a complete list of parts, components, materials, and equipment not provided under the contract, the source of supply, and an itemized cost breakdown to include labor, if applicable or allowed. Also, establish a performance period or get well date.

**C-4.2.2.3.2 Out Sourced Work:** If the work is to be accomplished by subcontract, provide the cost estimates as outline above. As with an in house estimate, all subcontractor estimates shall include a complete list of parts, components, materials, equipment, and labor, and an itemized cost breakdown thereof. Any subcontract shall also establish the performance period or get well date.

**C-4.2.2.4 Funding/Order to Perform:** The Government will determine the availability of and provide funding. Given the approval to proceed, the Government will provide a written task order. The Contractor shall take no action to perform maintenance or repairs outside the scope of the contract until such time a written task order has been provided by the COR.

## **C-4.3 Augmentation**

**C-4.3.1 General.** Augmentation is defined as compensation for any unscheduled work that falls outside the normal operating hours outlined in [Table 1, Hours of Operation](#), and for which service personnel must be retained beyond normal duty hours or called to duty to supplement the assigned workforce. Actions directed by the Government or taken by the Contractor that do not result in additional labor (added personnel) or extended hours of operation will not be considered augmentation hours. For example, increased sampling within established duty hours or the continued manning of bulk storage during normal duty hours to observe and assist a third party maintenance contractor is not be considered augmentation.

**C-4.3.2 Augmentation Authority:** The Commanding Officer, NAES Lakehurst, will specify the person(s), position, or office authorized to approve augmentation and the means by which the approval will be documented. Except as provided herein, all augmentation shall be approved prior to retaining employees or calling additional personnel to work. Copies of the augmentation approval form/log, the dispatch log validating the circumstances for augmentation, and the individual(s) time card that shows the hours worked, shall support all invoices for augmentation. Unless specifically tasked by the Government and approved by the appropriate authority, extended hours for personnel such as mechanics, accountants, and administrative personnel do not qualify as augmentation. Failure to relieve personnel at the end of a normal shift for which there are available oncoming personnel or because scheduled personnel fail to show shall not be considered augmentation time. Furthermore, the recall or retention of personnel with specialty licenses, i.e., a CDL holder, to undertake an infrequent but contracted function, shall not constitute augmentation.

**C-4.3.3 Conditions:** Augmentation will be granted only under the following conditions. Each paragraph is coded (A) to indicate automatic approval within the parameters defined or (P) to indicate pre-approval is required.

**C-4.3.3.1 No Oncoming Relief (A):** For any aircraft fuel servicing operation in progress, e.g., the nozzle is connected and fuel is flowing, at the end of normal operating hours for which there is no oncoming/relief shift. Subsequent servicing requests, any beyond that in progress, shall be approved as outlined in [Section C-4.3.2, Augmentation Authority](#).

**C-4.3.3.2 Continuous Receipt (P):** For continuous receipt operations, a continuous pipeline receipt for instance, that will extend beyond the operating hours defined in [Table 1, Hours of Operation](#), Bulk Fuel Storage.

**C-4.3.3.3 Mutual Agreement (P):** As mutually agreed to by the Contractor and the approving authority to provide services during unscheduled weekend operations such as make-up flight schedules. The specific hours of planned augmentation and manning levels shall be documented as noted above.

**C-4.3.3.4 Emergency (P):** Work authorized by the designated local authority to undertake emergency fuel servicing operations; a downed aircraft recovery operation for example. The circumstances shall be fully documented.

**C-4.3.3.5 Time Worked:** Unless locally established policy or union agreement dictate otherwise, compensation shall be paid for the actual hours worked plus reasonable travel time for individuals that may be called to return to duty.

## Appendix A Government Furnished Facilities

The following is a list of Government facilities and components thereof that will be put under the care and control of the Contractor. It includes items that must be monitored, inspected, and requires preventive maintenance as specified throughout this PWS. Small components such as valves and flow indicators of less than 1.5 inches for which there is no specific PM schedule are not listed. This and the component/PM summary page that follow are approximations that shall be validated and updated as outline in [Section C-2.17, Property Inventory and Accountability](#).

[illegible]

- (1). Provide a complete and accurate description, i.e., item, manufacture, model number, size, rating, and other descriptive information, of the system components. Indented lines indicate the item or component is a sub-assembly of the item above.
- (2) Use an empty parentheses () to indicate unknown factors, i.e., facility numbers, make/manufacture, GPM or PSI ratings, etc.

## Appendix B Government Furnished Equipment, Supplies, and Services

In addition to the facilities and components listed in [Appendix A, Government Furnished Facilities](#), the Government will provide the following equipment, supplies, and services to and for the use by the Contractor.

**Fire Suppression Equipment:** Except for Contractor furnished extinguishers mounted on the Contractor furnished fuel servicing trucks, all fire suppression equipment, i.e., fire extinguishers or portable/installed fire suppression equipment, will be provided, repaired, overhauled, and, as necessary, replaced by the Government. The Government will establish the quantity and type of fire suppression equipment on station within the Fuel Management facilities.

**Telephone Services:** The Government will provide telephone services, i.e., commercial, DSN, and on-station emergency lines, Local Area Network (LAN) connections (if applicable), and equipment required and necessary to conduct Government business, i.e., FAS input. See [Section C-3.3, Other Contractor Provided Equipment and Supplies](#), regarding Contractor-furnished telephones services.

**Radios:** The Government will provide intrinsically safe, dual channel (Fuel Dispatch Center/Control Tower), fixed or hands held radios, in sufficient numbers to fully control, simultaneously if necessary, all Contractor fuel operations. A base station, antenna, charging units, if applicable, and all other necessary and required equipment to establish and maintain communication throughout the Contractor's area of responsibility will be provided.

**Utilities:** The Government will provide electricity, natural gas/propane, heating/power production fuels, water, and sewage services as required for the health and welfare of contract personnel that occupy facilities provided by the Government and prefabricated structures provided by the Contractor under [Section C-3.1.10, Prefabricated Buildings](#).

**Refuse Collection:** The Government will provide refuse collection. Refuse placed in refuse containers by the Contractor shall be limited to that generated at the contracted location in the performance of this Contract.

**Emergency Medical Service:** The Government will provide the emergency medical service limited to first responder emergency medical services as available through the Navy Branch Medical Section. A Navy ambulance will respond to called emergencies and transport injured employees to the closest medical facility located at.

**Postal/Mail Distribution:** The Government will provide access to and postage for the United States Postal Service and United Parcel Service for official Government mail generated as a result of performance of this Contract. The Government will also provide on-installation distribution of mail.

**Fuel Products:** Limited to those products stocked and issued on base, the Government will furnish fuel for the operation of the Contractor's fuel servicing equipment, trucks, and tractors identified as fuel servicing equipment. The Contractor shall provide fuel for utility/administrative vehicles, i.e., pick-ups and vans, used by management for administrative purposes.

**Forms and Documents:** The Government will provide all forms and documents unique to the Government.

**Materiel Safety Data Sheets (MSDS):** The Government will provide the appropriate MSDS for those compounds furnished by the Government. See [Section C-3.3, Other Contractor Provided Equipment and Supplies](#), regarding materials provided by the Contractor and the requirement to provide the appropriate MSDS for those materials.

The following is a list of additional Government minor property that will be put under the care and control of the Contractor. It includes items that must be secured, monitored, inspected, and may require preventive maintenance as specified within this PWS. This is an approximate list to be validated and updated as outline in [Section C-2.17, Property Inventory and Accountability](#).

[illegible]

(1) List item, manufacture, size, rating, and other descriptive information. Supplies stocked and controlled by the Government then issued to the Contractor, need not be listed. <sup>2)</sup>

## Appendix C Definitions, Acronyms, and Abbreviations

Words, the use of words, phrases, abbreviations, and acronyms as may be reflected within this Performance Work Statement are defined and clarified as follows:

**AFSS:** Automated Fuel Service Station

**API:** American Petroleum Institute

**AT:** Annual Tour. Term applicable to Air Force Reserve annual reserve training activities.

**ATG:** Automatic Tank Gauge

**AST:** Aboveground Storage Tank

**ASTM:** American Society for Testing and Materials

**Barrel:** A barrel is equal to 42 U.S. gallons.

**Biodiesel:** Fuel Oil, Diesel, Biodiesel B20, a mixture of diesel fuel and organic oil such as soybean oil.

**CFE:** Contractor Furnished Equipment

**CFR:** Code of Federal Regulations

**CLIN:** Contract Line Item Number

**Common Hand Tools:** As it applies to this document, common hand tools are defined as screwdrivers, pliers, hand cutters, hand, Allen, and pipe wrenches, socket and nut driver sets, hammers, bars, clamps and securing devices, and miscellaneous other non-powered tools of all size and type as may be carried by (personal tools) or available to (shop tools) a system operator or maintenance person performing simple and immediate adjustments and repairs.

### **Contract Date/Periods:**

**Contract Award Date:** The date entered in block 20C, Date Signed, of the Standard Form 26, Award/Contract. This date may differ from the start/performance date. Note that elements of the solicitation/contract are linked to this date.

**Contract Start Date:** The contract start date, performance date, or first day of the performance period is the first day of the period cited in block 15 (A through F) of the Standard Form 26, Award/Contract. The start date and performance period may be adjusted by amendment to provide the Contractor sufficient lead-time to ready equipment for the contract. In this respect, the award and start dates are linked dates in that one may drive actions of the other.

**Contract(ed/ing) Activity:** Any reference to the “contracted” or “contracting” activity is reference to the base, facility, activity, or installation for or to which the PWS applies.

**Contractor (The):** The individual, group of persons, company, group of companies, or corporation specifically named and contracted by/with the Government to fulfill the terms of the specified contract document. The term "Contractor" as used herein refers to the company or corporation as a whole or any individual, manager or assistant, attendant, technician, operator, driver, dispatcher, or laborer who may be acting on behalf of the named Contractor.

**Contracting Officer:** Includes the Procurement Contracting Officer (PCO) and the Administrative Contracting Officer (ACO).



**Contracting Officers Representative (COR):** The local or on site Navy technical specialist, military or civilian, designated by the Contracting Officer to inspect and accept or reject the supplies and services furnished under a specified contract.

**Cut and Cover (Tank):** The type of bulk storage tank common to the early 1950's and NATO that was constructed at or partially below ground level and then covered with protective layers rock, gravel, and earth. Pits, pumping equipment, and pump houses are normally atop the tank.

**DESC:** Defense Energy Support Center

**DFAMS:** Defense Fuel Automated Management System

**DFR:** Defense Fuel Region

**DFSP:** Defense Fuel Support Point

**DiEGME:** Diethylene Glycol Monomethyl Ether, a type of Fuel System Icing Inhibitor (FSII)

**DLA:** Defense Logistics Agency

**DOD:** Department of Defense

**DODAAC:** Department of Defense Activity Address Code (also see UIC)

**DSN:** Defense Switching Network (telephone communications system once referred to as AUTOVON)

**EDP:** Emergency Distribution Plan

**EPA:** Environmental Protection Agency

**EGME:** Ethylene Glycol Monomethyl Ether, a type of Fuel System Icing Inhibitor (FSII)

**FAR:** Federal Acquisition Regulations

**FAS:** Fuels Automated System

**FES:** Fuels Enterprise Server

**FSII:** Fuel System Icing Inhibitor

**ISSA:** Inter-Service Support Agreement

**GFE:** Government Furnished Equipment

**Maintenance:** Unless specifically defined otherwise, the word or term "maintain or maintenance" shall mean preventive or operator maintenance as defined below.

**Operator Maintenance:** Operator maintenance is that work accomplished during routine inspections and during system use/operation. Operator maintenance may be, but is not necessarily limited to, work such as the replacement of ground wires, plugs, and clips, the replacement of O-rings and gaskets, the tightening of nuts, bolts, and screws to prevent leakage, or corrosion control and spot painting. Operator maintenance is normally be limited to those actions taken by qualified system operators using common hand tools.

**Preventive Maintenance (PM):** Preventive maintenance is a program of recurrent periodic or cyclic scheduled work designed to preserve and maintain equipment, apparatus, or facilities in such condition that they may be effectively used for their intended purpose.

**Other Maintenance and Repair:** Maintenance and repair beyond that defined as preventive is other maintenance and repair. This includes unplanned repair or replacement of material or components that show abnormal wear or fail. This maintenance will be approved by the COR and is reimbursable under Section C-4.1.

**Maintenance “Not requiring component tear-down”** implies that whatever action is stated, “replace an O-ring” for instance, does not require that the component be removed from the system or disassemble (major maintenance) and that the replacement of the O-ring is a simple slipped in or over or that a retainer ring can be moved, removed, and replaced (PM or operator maintenance) with no more than a simply hand tool.

**MILCON:** Military Construction

**MPMS:** Manual of Petroleum Measurements Standards

**MSDS:** Material Safety Data Sheet

**MRE:** Maintenance, Repair, and Environmental

**NFPA:** National fire Protection Agency

**NPDES:** National Pollution Discharge Elimination System

**NSN:** National Stock Number

**OPA:** Oil Pollution Act

**OSHA:** Occupational Safety and Health Administration

**Phase IIB:** The inclusion of ground fuels into the DESC DFAMS management and reporting system.

**PM:** Preventive Maintenance (see Maintenance above)

**POS:** Peacetime Operating Stock

**PSI:** Pounds per Square Inch

**PWC or D:** Public Works Center or Department

**PWS:** Performance Work Statement

**Response Time:** The total elapse time as measured from the time a call for services is received by the Contractor to the time the fuel servicing equipment or operator arrives at the aircraft, vehicle, facility, or equipment to be serviced. Note that there are varying “normal duty hour” and “after hour or weekend” response times.

**QASP:** Quality Assurance Surveillance Plan

**SOP:** Standard Operating Procedure

**SOW:** Statement of Work

**SPCC:** Spill Prevention Control and Countermeasure Plan

**TAFDS:** Tactical Airfield Fuel Delivery System, a set of pumps, filters, bladders, connecting hoses, and components used to receive, store, and dispense fuel to aircraft under field conditions.

**Time:** All reference to time or time periods, i.e., 0600-2000, 0600 to 2000, or 0600 to 2000 hours, is an expression of time as measure by a 24-hour clock (military time) and is an expression of local time for and at the contracted location.

**UDAPS:** Uniform Data Automated Processing System

**USCG:** United States Coast Guard

**UST:** Underground Storage Tank

**UTA:** Unit Training Assembly. Term applicable to Air Force Reserve weekend training.

**Wordings:** Word usage and the intended meaning with regard to this solicitation/contract are as follows:

**“Shall”** is used to indicate that a provision of the contract or a requirement/action specified of the Contractor is mandatory. “The Contractor shall,” identifies a mandatory action on the part of the Contractor.

**“Should”** is used to indicate an action on the part of the Contractor is recommended. “Emergency dry breakaway couplers should be installed,” implies a recommended action or option on the part of the Contractor.

**“Will”** is used to indicate futurity on the part of the Government. “The Government will provide,” implies the Government to take some future action to make something available to the Contractor.

**“Furnish” and “provide”** are use interchangeable.

**“Herein”** as use within this document refers to the Performance Work Statement (PWS) document and attached exhibits, in total.

**“Notes”** Notes are used to emphasize specific requirements, practices, and procedures required of the Contractor.

**“Therein”** as used within this document refers to the policy, procedure, guidance, information, data, or other information contained within a referenced document or an area of the PWS other than that being read.

The use of **“and/or”** and the forward slash **“/”** between words, i.e., collection/delivery, means or implies a capability to carry out either or both of the actions or activities described.

The terms **“Fuel” and “petroleum”** may be used interchangeability.

## Appendix D Reference Documents

The following is a list of the references directly/indirectly sited within the PWS. It is not all-inclusive and does not site local/command instructions. It is the responsibility of the Contractor to ensure full compliance with all Federal, state, USN/USMC, and local regulatory documents. On contract award, the contracted activity will provide a copy of applicable DOD, USN, USMC, and local instructions required under this contract. All other references, i.e., federal and state code, professional, association, and industry standards and guidelines, many of which are available from various web sites, shall be provided by the Contractor. The following items that appear as [blue and underlined](#) are linked to a web site.

Document	Title
<a href="#">29 CFR <sup>(1)</sup></a>	Labor
29 CFR Part 1910	Occupational Safety and Health Standards
40 CFR 112	Oil Pollution Prevention
49 CFR 171	Hazardous Materials Regulations; General information, regulations, and definitions
49 CFR 172	Hazardous materials table, special provisions, hazardous materials communications, emergency response information, and training requirements
49 CFR 173	Shippers--general requirements for shipments and packaging
49 CFR 178.345	General design and construction requirements applicable to Specification DOT 406
49 CFR 178.346	Specification DOT 406; cargo tank motor vehicles
49 CFR 180	Continuing Qualification and Maintenance of Packaging
49 CFR 382	Controlled Substance and Alcohol Use and Testing
49 CFR 383	Commercial Driver's License Standards; Requirements/Penalties
49 DFR 387	Minimum Levels of Financial Responsibility for Motor Carriers
49 CFR 390	Federal Motor Carrier Safety Regulations; General
49 CFR 391	Qualification of Drivers
49 CFR 392	Driving of Commercial Motor Vehicles
49 CFR 393	Parts and Accessories Necessary for Safe Operation
49 CFR 395	Hours of Service for Drivers
49 CFR 396	Inspection, Repair and Maintenance
<a href="#">NFPA 385</a>	Tanks Vehicles for Flammable and Combustible Liquids
<a href="#">NFPA 407</a>	Aircraft Fuel Servicing
<a href="#">API Bulletin 1529</a>	Aviation Fuel Hose
<a href="#">API Publications 1581</a>	Specifications and Qualifications Procedures for Aviation Jet Fuel Filter Separators
<a href="#">DOD 4140.25-M</a>	DOD Management of Bulk Petroleum Products, Natural Gas, and Coal
<a href="#">MIL-STD-3004 <sup>(2)(4)</sup></a>	Quality Surveillance Handbook for Fuel, Lubricants and Related Products
<a href="#">NAVAIR 00-80T-109 <sup>(2)</sup></a>	Aircraft Refueling NATOPS Manual
<a href="#">NAVFAC P-300</a>	Management of Transportation Equipment
<a href="#">OPNAVINST 4790.2*</a>	The Navy Aviation Maintenance Program (NAMP)
<a href="#">OPNAVINST 5090.1* <sup>(3)</sup></a>	Environmental and Natural Resources Program Manual
<a href="#">NAVSUP P-558 <sup>(3)</sup></a>	Petroleum Management Ashore
<a href="#">NAVSUP Vol. II</a>	Supply Ashore

(1) All Code of Federal Regulation (CFR) referenced are at the same web site. To access the basic web page, point to 29 CFR, click, and follow the web page instructions. In this and other links, the user is taken to the basic web page. The computer knowledge of and navigation of the web sites is a user responsibility.

(2) User may require **mil (Military) domain** assistance or may have to register with this site in order to gain access and download documents.

(3) An asterisk \* at the end of a reference, i.e., OPNAVINST 4790.2\*, indicates there is an alpha designator to indicate the most recent version of the publication.

(4) Go to SPECS & STDS, scroll to STINET and enter DODISS ID Number MIL-STD-3004 (see Note 2 above).

## **Appendix E Maps**

The NAES Lakehurst Fuel Division will provide the following maps during the contract pre-bid on-site visit. The 8½ X 11 inch map or map set provided will become a part of the contract.

1. A local area map clearly showing the nearest major city/town, roads, and the base
2. Station maps clearly showing all fuel facilities. Any connecting pipelines should be shown
3. Station maps clearly showing the entire flightline areas, parking ramps by type of aircraft, hot pit facilities, restricted areas, and other information as may be useful to the Contractor
4. Station map or a map set clearly showing all ground product delivery points (color coded by grade of product)

## Appendix F Quality Surveillance Program

The primary purpose of the Quality Surveillance Plan (QSP) and these Performance Requirements Summaries (PRSs) is to identify those performance requirements considered most critical to acceptable contract performance and the corresponding standards of performance. A PRS also identifies the Acceptable Quality Level (AQL) for each required service. It specifies the lot size that will be used as the basis for payment calculation as well as for sampling purposes, and the quality assurance methods, which the Government will use to evaluate the Contractor's performance in meeting the contract requirements. Finally, the PRS shows the percentage of the contract price that each listed contract requirement represents.

Government Quality Assurance. At the end of each inspection period, the Government will compare contractor performance to the contract standards and AQL/Allowable Degree of Deviation (ADD) using the Quality Assurance Plan (QAP). The Government will evaluate each required service based on one of the following inspection methods:

- a. Random sampling using the concepts of ANCI/ASQC Z1.4-1993
- b. One hundred percent inspection
- c. Validated customer complaints

Criteria for Acceptable and Unacceptable Performance. The standards indicate the levels of performance deemed acceptable to the Government. Performance of a required service is considered satisfactory when the percentage of defective units (unsatisfactory outputs) found by the Government during contract surveillance does not exceed that allowed by the AQL. When the percentage of defective units discovered by the COTR exceeds that allowed by the AQL/ADD, the contractor's performance is considered unsatisfactory. When the performance is unsatisfactory, the Contractor shall respond in writing to a Contract Discrepancy Report (CDR). The CDR will require the Contractor to explain, in writing, why performance was unacceptable, how performance will be returned to satisfactory levels, and how recurrence of the problem will be prevented in the future. The COTR will evaluate the Contractor's explanation and recommend to the Contracting Officer if full payment, partial payment, or the contract termination process is applicable. The Contractor's payment for services rendered will be calculated as stated in paragraph 4.

Determination of the Number of Defective Units that Renders a Service Unsatisfactory. For services inspected by random sampling, the number is determined from the ANCI/ASQC Z1.4-1993 charts. For services inspected by other than random sampling, the reject (unacceptable) level equals the next whole number greater than the number of defectives allowed by AQL. (NOTE: If the AQL is expressed as a percentage, it must first be multiplied by the lot size to determine the number of defective units allowed by unsatisfactory performance.)

Re-performance of Unsatisfactory Work. At the Government's discretion, the Contractor shall re-perform, without additional cost to the Government, all work found by the COTR to be unsatisfactorily performed. The Contracting Officer will determine the amount of time the Contractor will be given to re-perform the work on a case-by-case basis. Re-performance will not improve the overall rating of the service in question.

For services sampled, the maximum contract payment per month is multiplied by the maximum payment percentage for the service to determine the maximum payment for acceptable service. This payment is multiplied by the percentage of the sample found acceptable to determine the percentage of the contract price that the Contractor will be paid for the listed service. The total number of defectives found, not just those in excess of the reject level, are used to determine the percentage of the sample found unacceptable. The percentage of the sample found unacceptable subtracted from 100 percent determines the percentage of the lot found acceptable.

For services checked by One hundred percent inspection or validated customer complaint, the maximum payment percentage of the service in column 5 of the PRS is multiplied by the payment percentage of the lot found acceptable. The resulting percentage is the percentage of the monthly contract price that the Contractor will be paid for the listed service. The total number of defectives found, not just the defectives in excess of the reject level, are used to determine the percentage of the lot found acceptable.



For those services that are performed less frequently than monthly, surveillance and computation of the Contractor's payment will be made during or immediately following the month when that service is performed. The payment computation will be determined for the entire period since the last surveillance. Should computation of the Contractor's payment result in an amount less than has already been paid for the preceding month(s) of the period since the last surveillance, the Government will deduct the overpayment from the current month's invoice.

#### Contractor Payment

Satisfactory Service. For satisfactory performance of a service, the Government will pay the Contractor the percentage of the monthly contract price indicated for that service.

Unsatisfactory Service. For unsatisfactory performance not caused by Government interference or Government failure to provide C3 requirements, the Government will pay the Contractor only for the percent of work found to be satisfactory.

Random Sampling. Payment based upon a finding of unsatisfactory service is calculated on the percentage of the sample found satisfactory. Payment will be calculated as follows: (maximum payment for satisfactory service x (% of sample found satisfactory)) = payment for percentage of service found satisfactory.

EXAMPLE	
Maximum Contract Payment Per Month	\$10,000.00
Maximum payment percentage for this service:	9% (\$900.00)
Quantity of Units Completed:	450 (lot size)
AQL	10%
Sample size:	50
Reject level:	11(MIL-STD-105D)
Unsatisfactory units found:	20
Satisfactory units found:	30
Service is unsatisfactory	
Maximum payment for satisfactory service would be	900
% of sample found satisfactory (60 divided by 100 = 60%)	60%
Payment for percentage of service found satisfactory	\$540

One hundred percent Inspection and Validated Customer Complaints. Payment for unsatisfactory service is based on the percentage of the **lot** found satisfactory. Payment will be calculated as follows: (maximum payment for satisfactory service) x (% of lot found satisfactory) = payment for percentage of service found satisfactory.

EXAMPLE	
Maximum Contract Payment Per Month	\$10,000.00
Maximum payment percentage for this service:	9% (\$900.00)
Quantity of Units Completed:	100 (lot size)
AQL	10%
Unsatisfactory units found:	40
Satisfactory units found:	60
Service is unsatisfactory	\$900
Maximum payment for satisfactory service would be	
% of sample found satisfactory (60 divided by 100 = 60%)	60%
Payment for percentage of service found satisfactory	\$540

Payment for Service with a Surveillance Period Longer than Monthly. Some of the line items listed in the PRS have a surveillance period which is longer than monthly. Throughout the surveillance period, the Government will inspect each unit completed for these line items using the inspection method specified in the PRS. Each month the Government will pay the Contractor the maximum payment percentage allowed for that service, as if the service were found satisfactory. At the end of the surveillance period, the Government will compare the Contractor's performance for the entire surveillance period to the AQL for that line item to determine if overall performance for the line item was satisfactory.

Satisfactory Service. Payment for satisfactory performance will be calculated as follows: (maximum payment for satisfactory service) - (payments made during the surveillance period) = total amount of adjustment at the end of the surveillance period.

Unsatisfactory Service. Payment for unsatisfactory performance will be calculated as follows:

For services inspected by random sampling: (maximum payment for satisfactory service) x (% of sample found satisfactory) - (payments made during surveillance period) = amount of adjustment at end of surveillance period.

For services inspected by One hundred percent inspection and validated customer complaints: (maximum payment for satisfactory service) x (% of lot found satisfactory) - (payments made during surveillance period) = amount of adjustment at end of surveillance period.

Nothing in the foregoing provisions will diminish or preclude Government actions pursuant to the "Default" clause or other terms and conditions of this contract.

[illegible]

See ANSI/ASQC Z1.4-1993 Sampling Procedures and Tables for Inspections by Attributes

[illegible]

See ANSI/ASQC Z1.4-1993, Sampling Procedures and Tables for Inspections by Attributes

# VEHICLE IDENTIFICATION WORKSHEET

## A. CONTRACT DATA

Contract Location	Contract Number	Contract Period

## B. THE TRACTOR (PRIME MOVER)

Manufacture		Model	Model Year	Gas/Diesel
Number of Axles	Gross GVWR	GVWR Front	GVWR 1st Rear	GVWR 2nd Rear
VIN		Contractor Control Number		License No. (if applicable)

## C. THE CARGO TANK/REFUELER

Manufacture	Year Manufactured	Capacity	No. of Axles	GVWR
MC/DOT Specification	Date Certified	Certification No.		
VIN or Tank Serial No.	Contractor Number	License No. (if applicable)		

## D. NOTES & ATTACHMENTS

Attach a copy of the cargo tank certification, vehicle weight certifications, equipment waivers and other documents as may be pertinent and applicable to the identification of the vehicle presented for inspection.

Contract Representative	Date
-------------------------	------

NAVPETOFF Equipment Control Form

**Exhibit of JP8 Issues by Refueler**

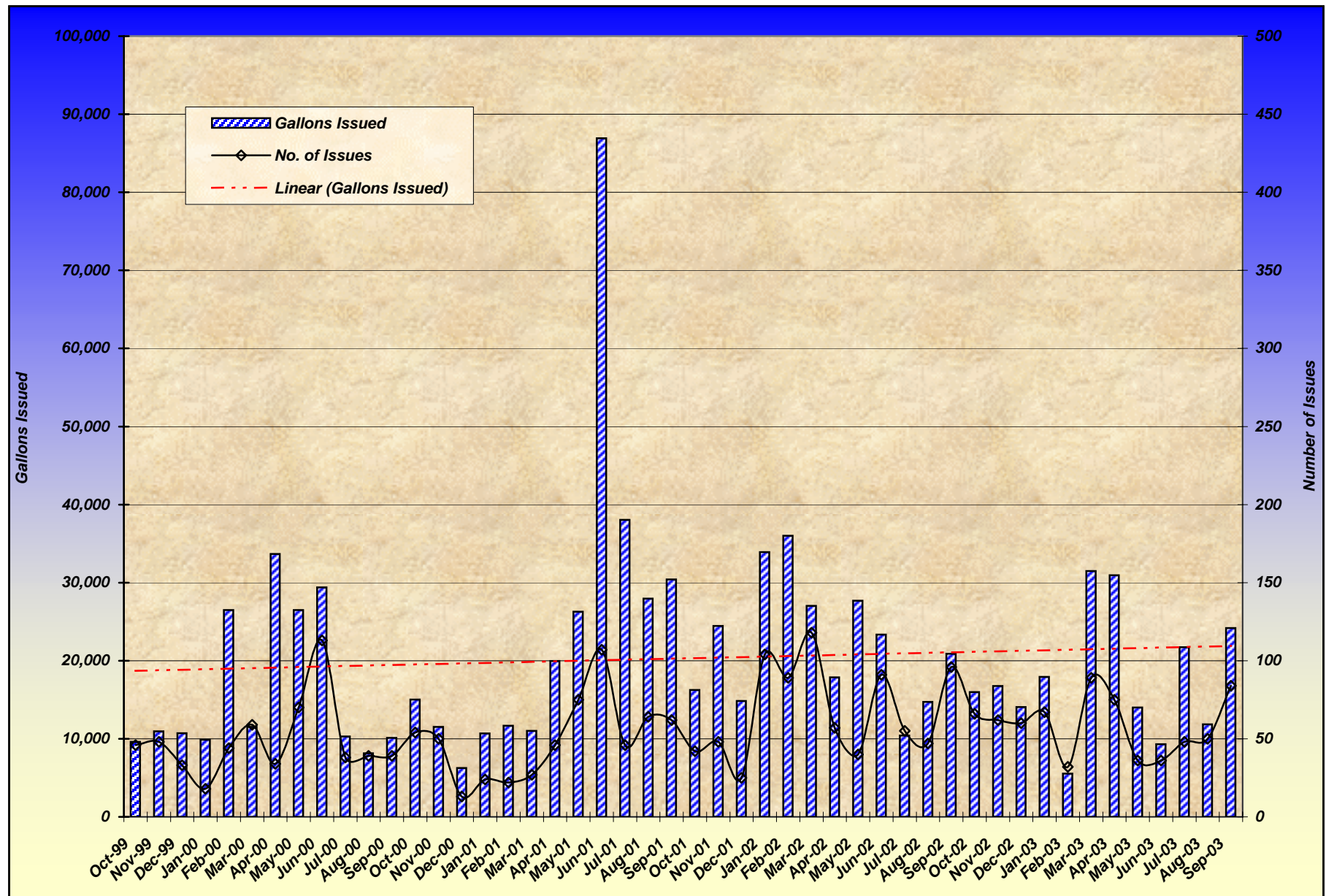
Fiscal Year 2000-2003

	<b>Month</b>	<b>Gallons Issued</b>	<b>Total</b>	<b>No. of Issues</b>	<b>Total</b>	
	Oct-99	9,601		46		
	Nov-99	10,962		48		
	Dec-99	10,720		33		
	Jan-00	9,886		18		
	Feb-00	26,496		44		
	Mar-00	11,529		59		
	Apr-00	33,684		34		
	May-00	26,492		70		
	Jun-00	29,395		113		
	Jul-00	10,291		38		
	Aug-00	8,155		39		
	Sep-00	10,129	197,340	39	581	
	Oct-00	15,012		54		
	Nov-00	11,516		50		
	Dec-00	6,251		13		
	Jan-01	10,678		24		
	Feb-01	11,667		22		
	Mar-01	11,017		27		
	Apr-01	19,965		46		
	May-01	26,289		75		
	Jun-01	86,917		107		
	Jul-01	38,051		46		
	Aug-01	27,968		64		
	Sep-01	30,415	295,746	62	590	
	Oct-01	16,267		42		
	Nov-01	24,457		48		
	Dec-01	14,843		25		
	Jan-02	33,900		104		
	Feb-02	36,008		89		
	Mar-02	27,023		118		
	Apr-02	17,854		57		
	May-02	27,684		40		
	Jun-02	23,339		91		
	Jul-02	10,416		55		
	Aug-02	14,731		47		
	Sep-02	20,900	267,422	96	812	
	Oct-02	15,992		66		
	Nov-02	16,772		62		
	Dec-02	14,082		60		
	Jan-03	17,928		67		
	Feb-03	5,523		32		
	Mar-03	31,475		89		
	Apr-03	30,961		75		
	May-03	13,998		36		
	Jun-03	9,296		36		
	Jul-03	21,728		48		
	Aug-03	11,846		50		
	Sep-03	24,199	213,800	84	705	
		20,298		56		



# **Exhibit of JP5 Issues by Refueler** **Fiscal Year 2000-2003**

SP0600-04-R-0074



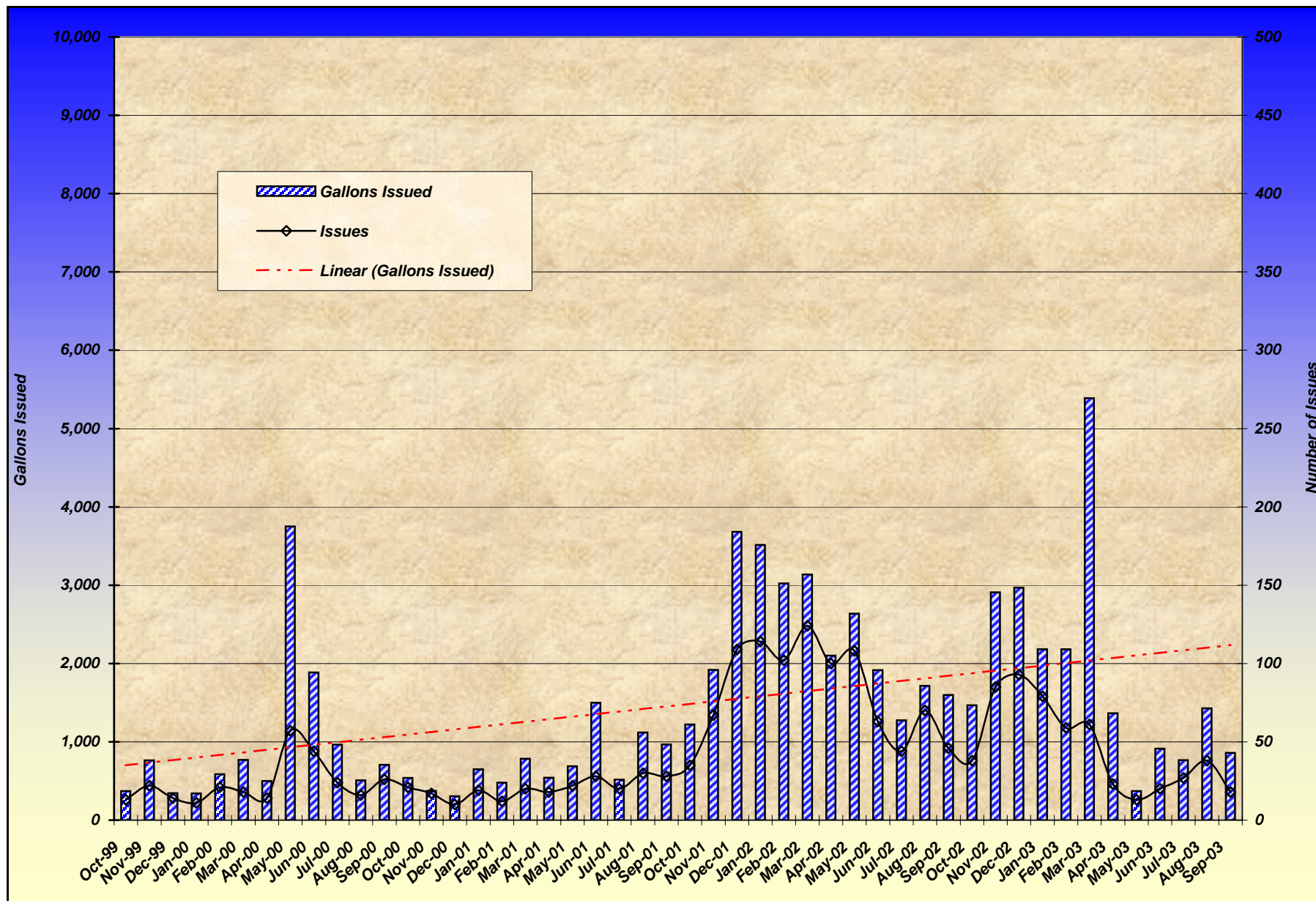
**Exhibit of JP8 Issues as Ground Fuel**

Fiscal Year 2000-2003

	<b>Month</b>	<b>Gallons Issued</b>	<b>FY Total</b>	<b>Issues</b>	<b>FY Total</b>	
	Oct-99	371		13		
	Nov-99	762		22		
	Dec-99	345		14		
	Jan-00	340		11		
	Feb-00	586		21		
	Mar-00	769		18		
	Apr-00	501		14		
	May-00	3,751		57		
	Jun-00	1,885		44		
	Jul-00	963		24		
	Aug-00	510		16		
	Sep-00	706	11,489	26	280	
	Oct-00	538		21		
	Nov-00	374		17		
	Dec-00	305		10		
	Jan-01	651		19		
	Feb-01	480		12		
	Mar-01	785		20		
	Apr-01	541		18		
	May-01	689		22		
	Jun-01	1,499		28		
	Jul-01	518		20		
	Aug-01	1,118		30		
	Sep-01	967	8,465	28	245	
	Oct-01	1,221		35		
	Nov-01	1,919		67		
	Dec-01	3,683		109		
	Jan-02	3,514		114		
	Feb-02	3,024		102		
	Mar-02	3,137		124		
	Apr-02	2,100		100		
	May-02	2,637		108		
	Jun-02	1,915		63		
	Jul-02	1,274		44		
	Aug-02	1,714		70		
	Sep-02	1,598	27,736	46	982	
	Oct-02	1,467		38		
	Nov-02	2,908		85		
	Dec-02	2,968		93		
	Jan-03	2,181		79		
	Feb-03	2,182		59		
	Mar-03	5,389		61		
	Apr-03	1,364		23		
	May-03	372		13		
	Jun-03	913		20		
	Jul-03	766		27		
	Aug-03	1,428		38		
	Sep-03	859	22,797	18	554	
		1,468		43		

# **Exhibit of JP8 Issued as Ground Fuel** **Fiscal Year 2000-2003**

SP0600-04-R-0074



**Exhibit of JP8 Defuels**

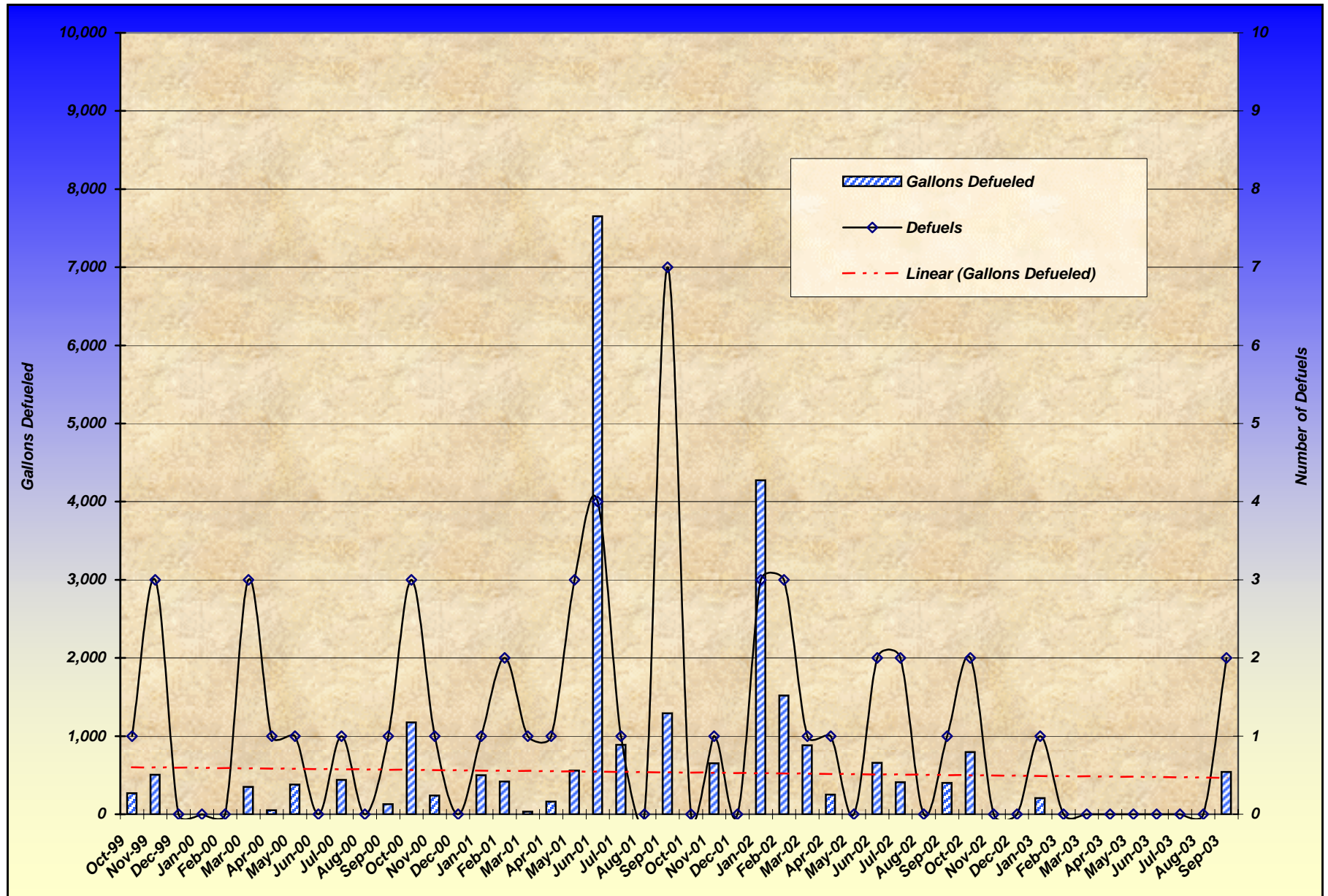
Fiscal Year 2000-2003

	<b>Month</b>	<b>Gallons Defueled</b>	<b>FY Total</b>	<b>Defuels</b>	<b>FY Total</b>	
	Oct-99	268		1		
	Nov-99	506		3		
	Dec-99	0		0		
	Jan-00	0		0		
	Feb-00	0		0		
	Mar-00	350		3		
	Apr-00	50		1		
	May-00	380		1		
	Jun-00	0		0		
	Jul-00	440		1		
	Aug-00	0		0		
	Sep-00	130	2,124	1	11	
	Oct-00	1,174		3		
	Nov-00	239		1		
	Dec-00	0		0		
	Jan-01	500		1		
	Feb-01	418		2		
	Mar-01	33		1		
	Apr-01	160		1		
	May-01	560		3		
	Jun-01	7,652		4		
	Jul-01	888		1		
	Aug-01	0		0		
	Sep-01	1,293	12,917	7	24	
	Oct-01	0		0		
	Nov-01	651		1		
	Dec-01	0		0		
	Jan-02	4,274		3		
	Feb-02	1,520		3		
	Mar-02	882		1		
	Apr-02	250		1		
	May-02	0		0		
	Jun-02	659		2		
	Jul-02	411		2		
	Aug-02	0		0		
	Sep-02	400	9,047	1	14	
	Oct-02	795		2		
	Nov-02	0		0		
	Dec-02	0		0		
	Jan-03	205		1		
	Feb-03	0		0		
	Mar-03	0		0		
	Apr-03	0		0		
	May-03	0		0		
	Jun-03	0		0		
	Jul-03	0		0		
	Aug-03	0		0		
	Sep-03	540	1,540	2	5	
		1,245		2		



# **Exhibit of JP8 Defuels** Fiscal Year 2000-2003

SP0600-04-R-0074



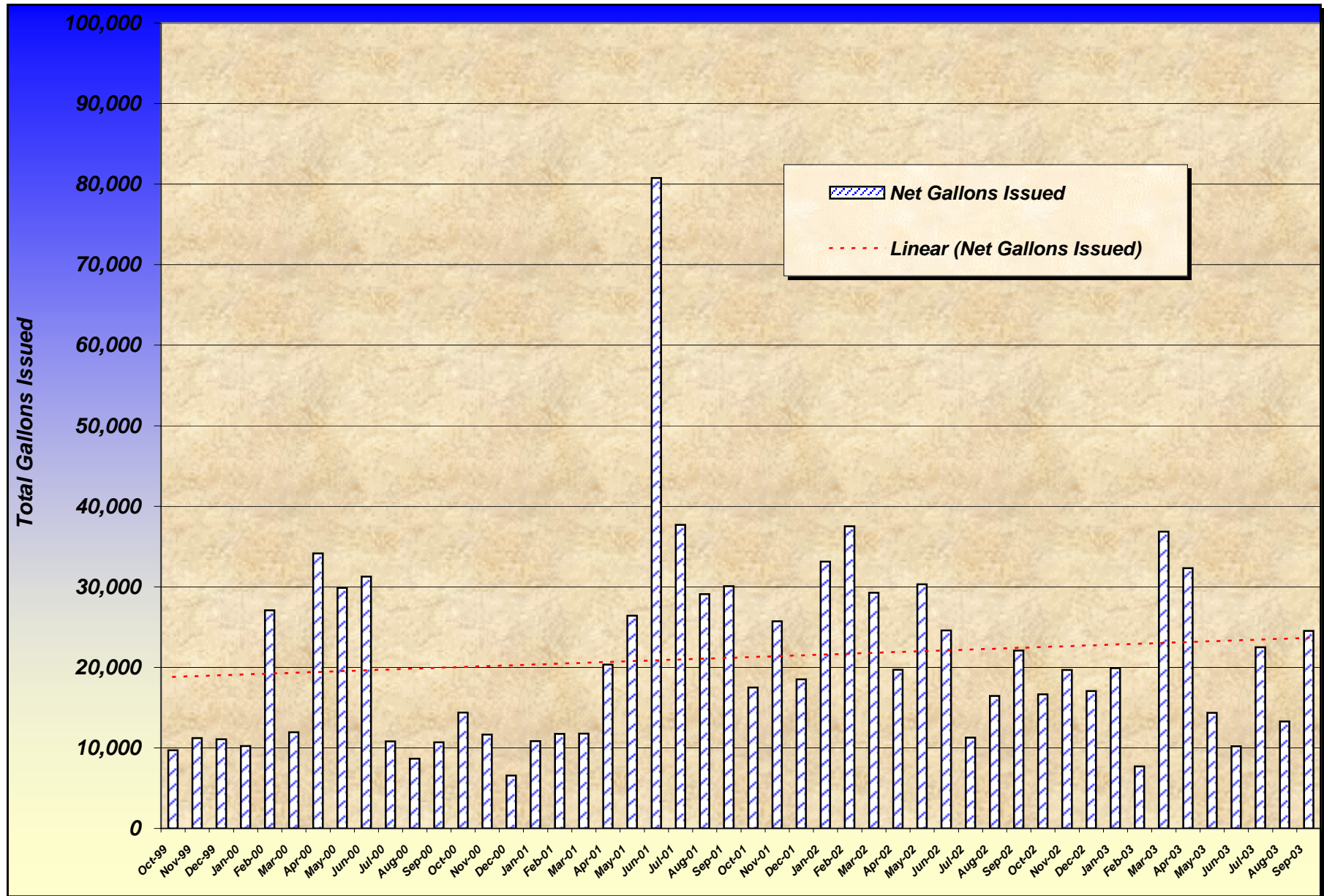
**Exhibit of Net JP8 Issues (Sales)**

Fiscal Year 2000-2003

	<b>Month</b>	<b>Net Gallons Issued</b>	<b>FYTotal</b>	
	Oct-99	9,704		
	Nov-99	11,218		
	Dec-99	11,065		
	Jan-00	10,226		
	Feb-00	27,082		
	Mar-00	11,948		
	Apr-00	34,135		
	May-00	29,863		
	Jun-00	31,280		
	Jul-00	10,814		
	Aug-00	8,665		
	Sep-00	10,705	206,705	
	Oct-00	14,376		
	Nov-00	11,651		
	Dec-00	6,556		
	Jan-01	10,829		
	Feb-01	11,729		
	Mar-01	11,769		
	Apr-01	20,346		
	May-01	26,418		
	Jun-01	80,764		
	Jul-01	37,681		
	Aug-01	29,086		
	Sep-01	30,089	291,294	
	Oct-01	17,488		
	Nov-01	25,725		
	Dec-01	18,526		
	Jan-02	33,140		
	Feb-02	37,512		
	Mar-02	29,278		
	Apr-02	19,704		
	May-02	30,321		
	Jun-02	24,595		
	Jul-02	11,279		
	Aug-02	16,445		
	Sep-02	22,098	286,111	
	Oct-02	16,664		
	Nov-02	19,680		
	Dec-02	17,050		
	Jan-03	19,904		
	Feb-03	7,705		
	Mar-03	36,864		
	Apr-03	32,325		
	May-03	14,370		
	Jun-03	10,209		
	Jul-03	22,494		
	Aug-03	13,274		
	Sep-03	24,518	235,057	
		21,233		

**Exhibit of Net JP8 Issues (Sales)**  
**Fiscal Year 2000-2003**

SP0600-04-R-0074





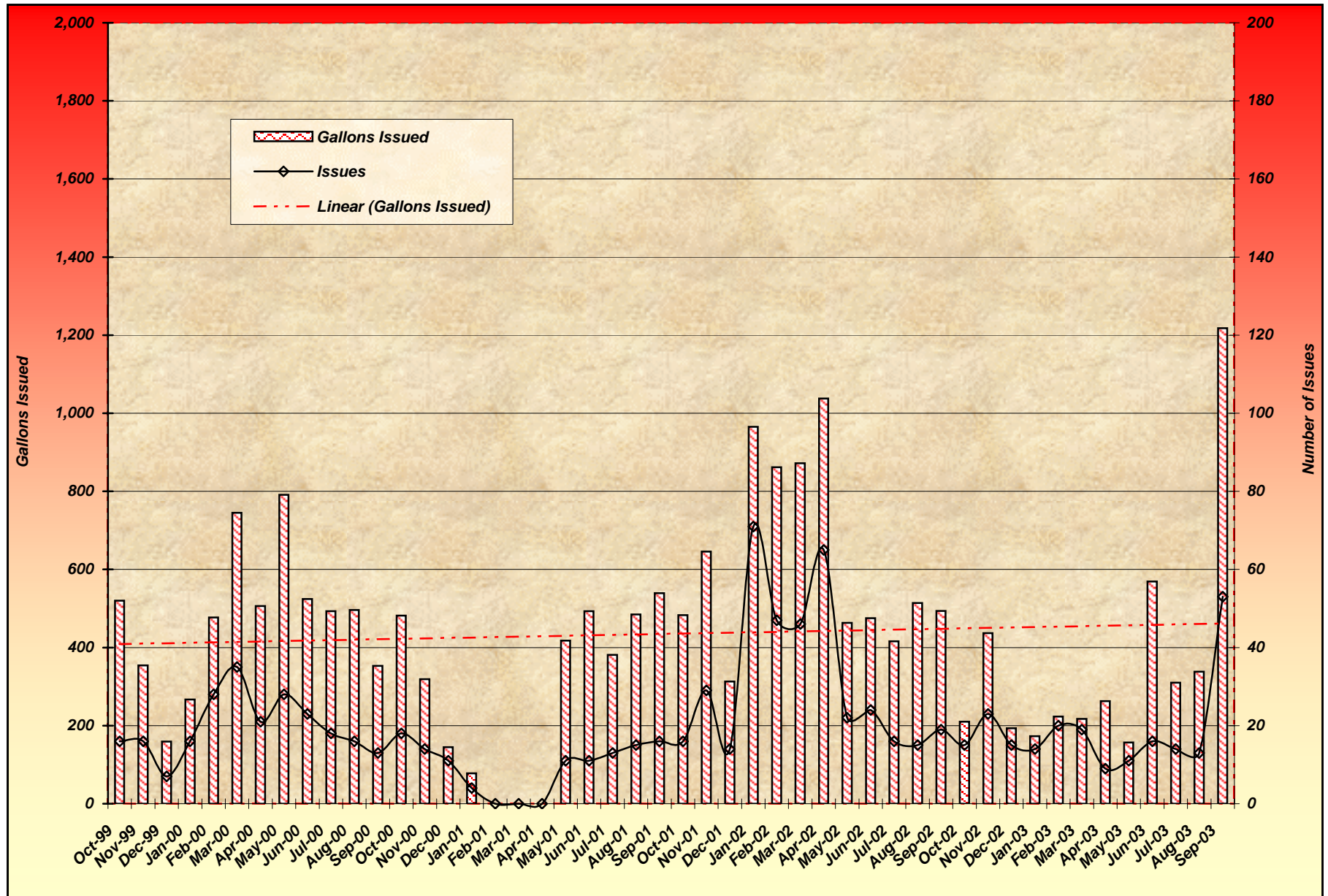
**Exhibit of MRR Issues by Truck**

Fiscal Year 2000-2003

	<b>Month</b>	<b>Gallons Issued</b>	<b>FY Total</b>	<b>Issues</b>	<b>FY Total</b>	
	Oct-99	520		16		
	Nov-99	354		16		
	Dec-99	159		7		
	Jan-00	267		16		
	Feb-00	477		28		
	Mar-00	745		35		
	Apr-00	506		21		
	May-00	791		28		
	Jun-00	524		23		
	Jul-00	493		18		
	Aug-00	496		16		
	Sep-00	353	5,685	13	237	
	Oct-00	482		18		
	Nov-00	319		14		
	Dec-00	145		11		
	Jan-01	78		4		
	Feb-01	0		0		
	Mar-01	0		0		
	Apr-01	0		0		
	May-01	418		11		
	Jun-01	493		11		
	Jul-01	381		13		
	Aug-01	485		15		
	Sep-01	539	3,340	16	113	
	Oct-01	483		16		
	Nov-01	646		29		
	Dec-01	313		14		
	Jan-02	965		71		
	Feb-02	862		47		
	Mar-02	872		46		
	Apr-02	1,038		65		
	May-02	463		22		
	Jun-02	475		24		
	Jul-02	416		16		
	Aug-02	514		15		
	Sep-02	494	7,541	19	384	
	Oct-02	210		15		
	Nov-02	437		23		
	Dec-02	193		15		
	Jan-03	173		14		
	Feb-03	223		20		
	Mar-03	217		19		
	Apr-03	263		9		
	May-03	157		11		
	Jun-03	569		16		
	Jul-03	310		14		
	Aug-03	338		13		
	Sep-03	1,218	4,308	53	222	
		435		20		

**Exhibit of MRR Issues**  
Fiscal Year 2000-2003

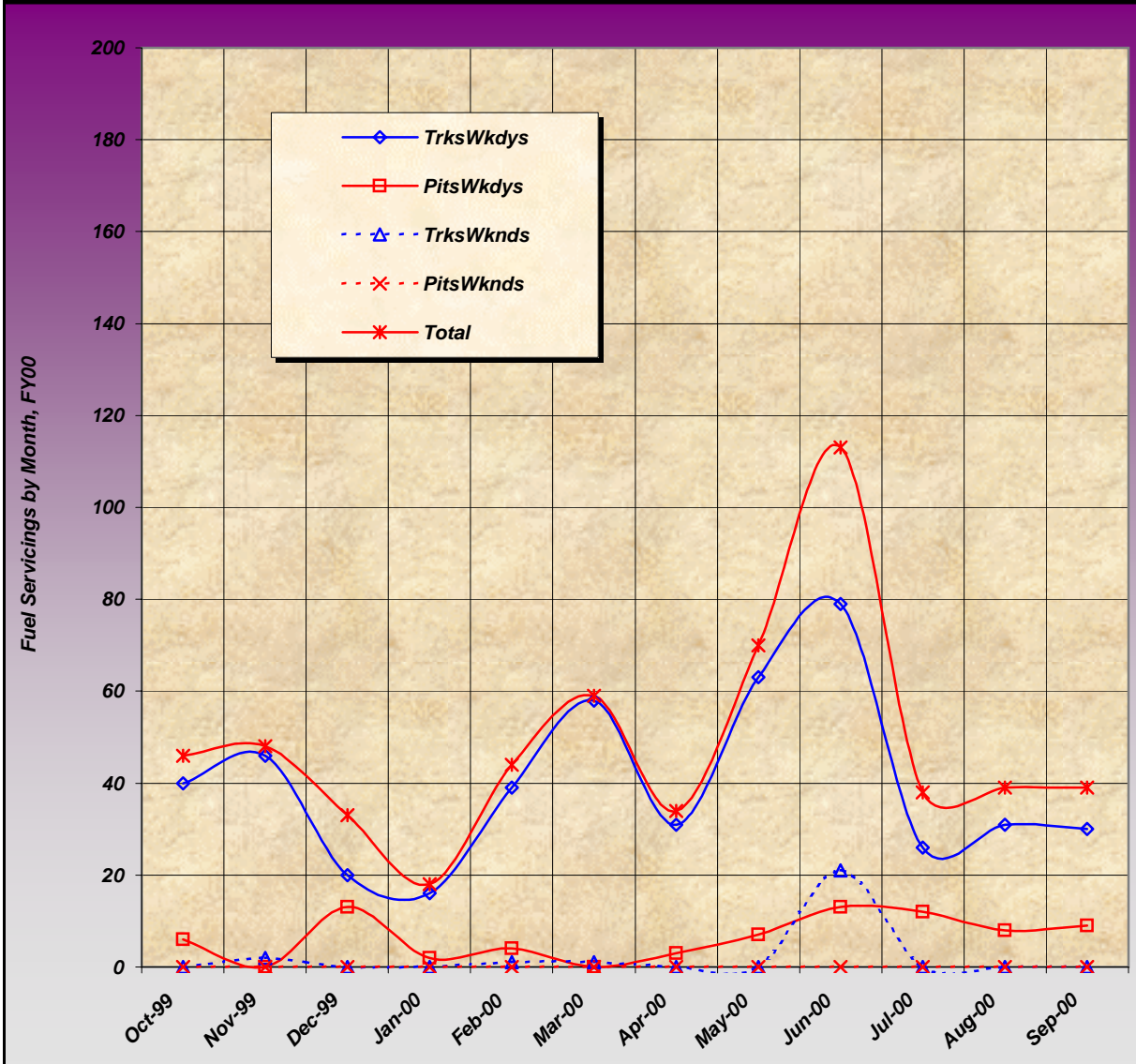
SP0600-04-R-0074



## Exhibit of Refueling Services for FY00

### Type of Refueling Services and Total by Month

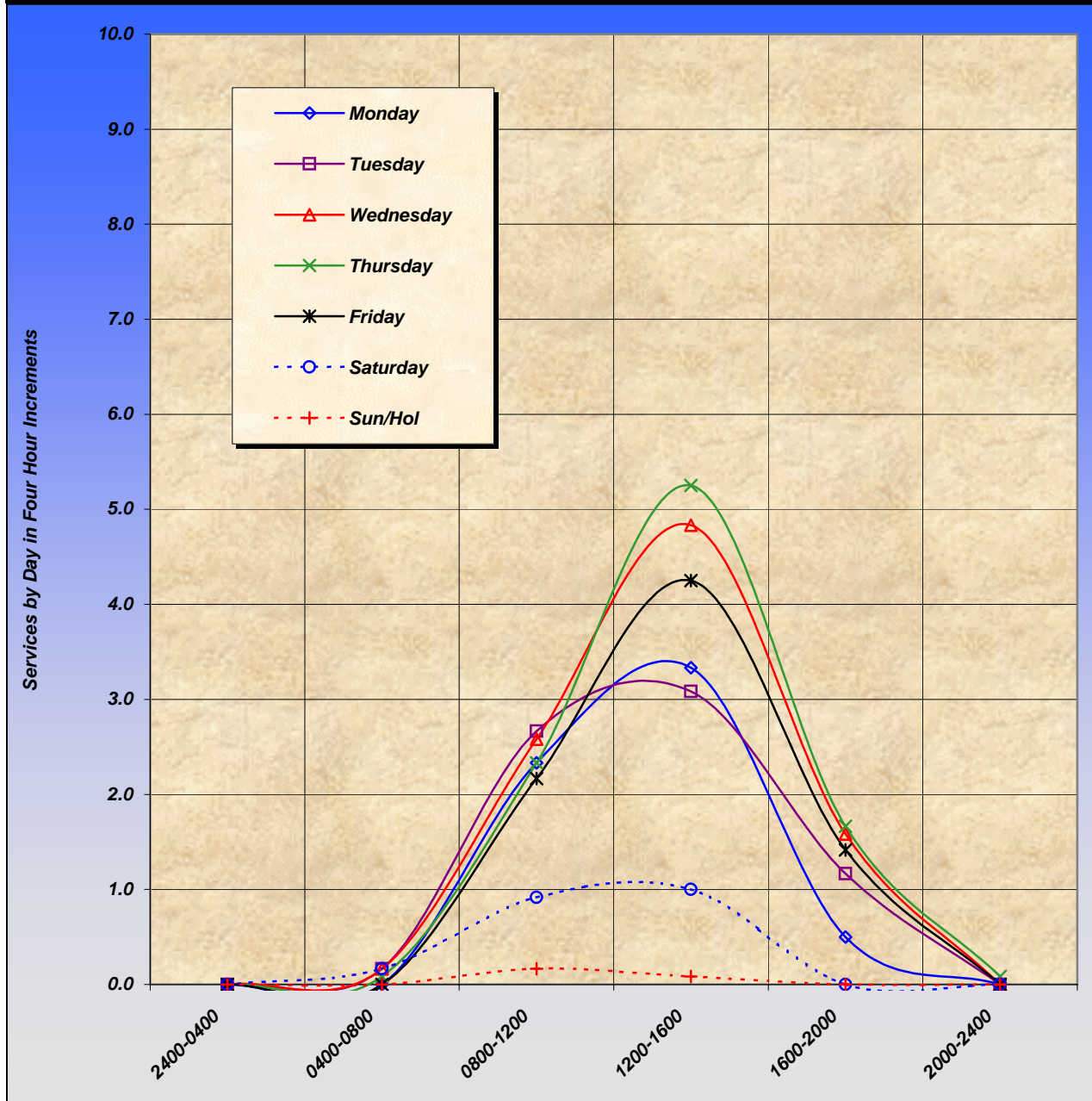
Month	TrksWkdys	PitsWkdys	TrksWknds	PitsWknds	TrkTotal	PitTotal	Total
Oct-99	40	6	0	0	40	6	46
Nov-99	46	0	2	0	48	0	48
Dec-99	20	13	0	0	20	13	33
Jan-00	16	2	0	0	16	2	18
Feb-00	39	4	1	0	40	4	44
Mar-00	58	0	1	0	59	0	59
Apr-00	31	3	0	0	31	3	34
May-00	63	7	0	0	63	7	70
Jun-00	79	13	21	0	100	13	113
Jul-00	26	12	0	0	26	12	38
Aug-00	31	8	0	0	31	8	39
Sep-00	30	9	0	0	30	9	39
Year Total	479	77	25	0	504	77	581



# Exhibit of Refueling Services for FY00

## Typical Truck Services Workload by Day of the Week

Day	2400-0400	0400-0800	0800-1200	1200-1600	1600-2000	2000-2400
Monday	0.0	0.0	2.3	3.3	0.5	0.0
Tuesday	0.0	0.2	2.7	3.1	1.2	0.0
Wednesday	0.0	0.2	2.6	4.8	1.6	0.0
Thursday	0.0	0.1	2.3	5.3	1.7	0.1
Friday	0.0	0.0	2.2	4.3	1.4	0.0
Saturday	0.0	0.2	0.9	1.0	0.0	0.0
Sun/Hol	0.0	0.0	0.2	0.1	0.0	0.0

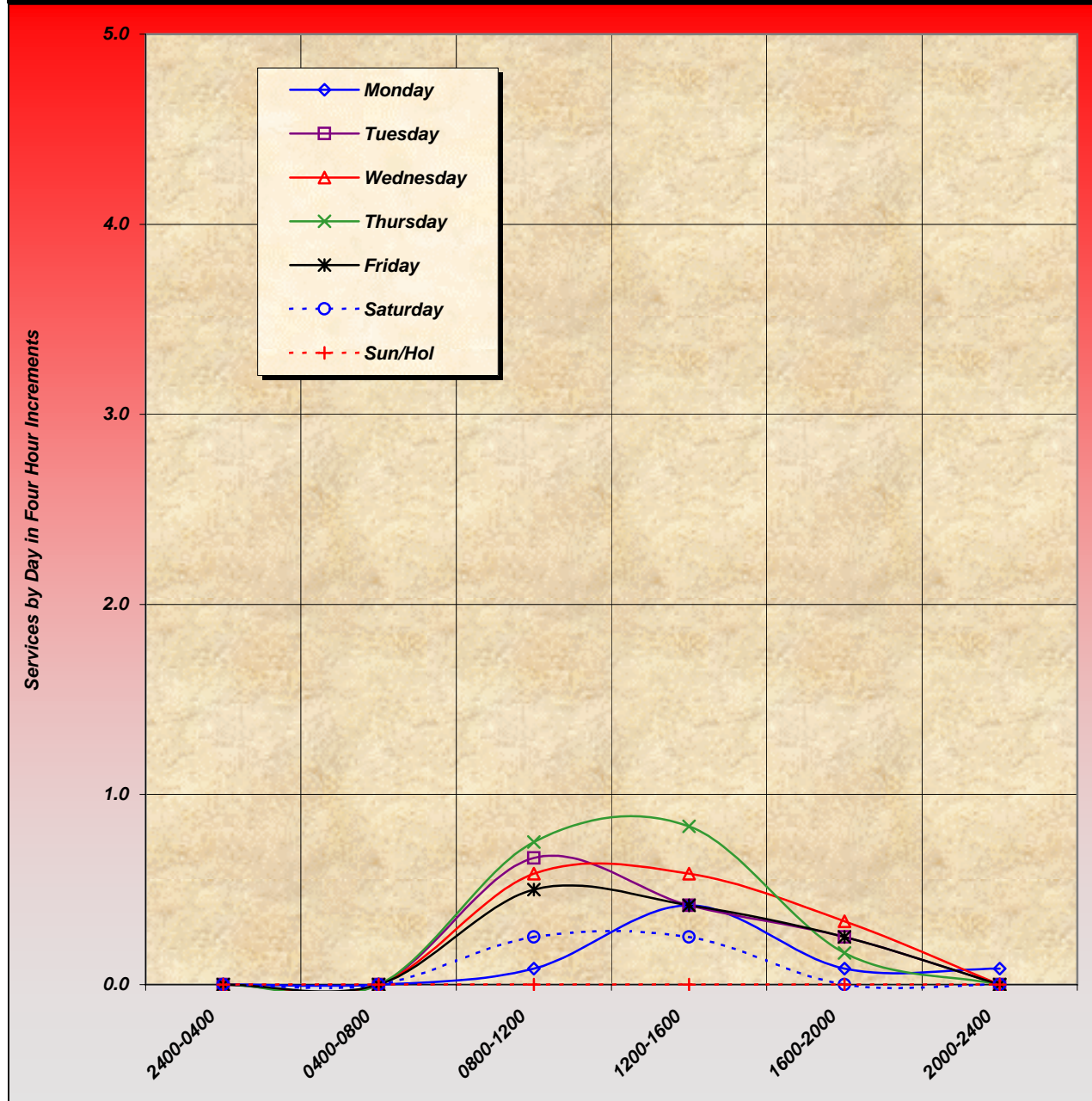




# Exhibit of Refueling Services for FY00

## Typical Pit Services Workload by Day of the Week

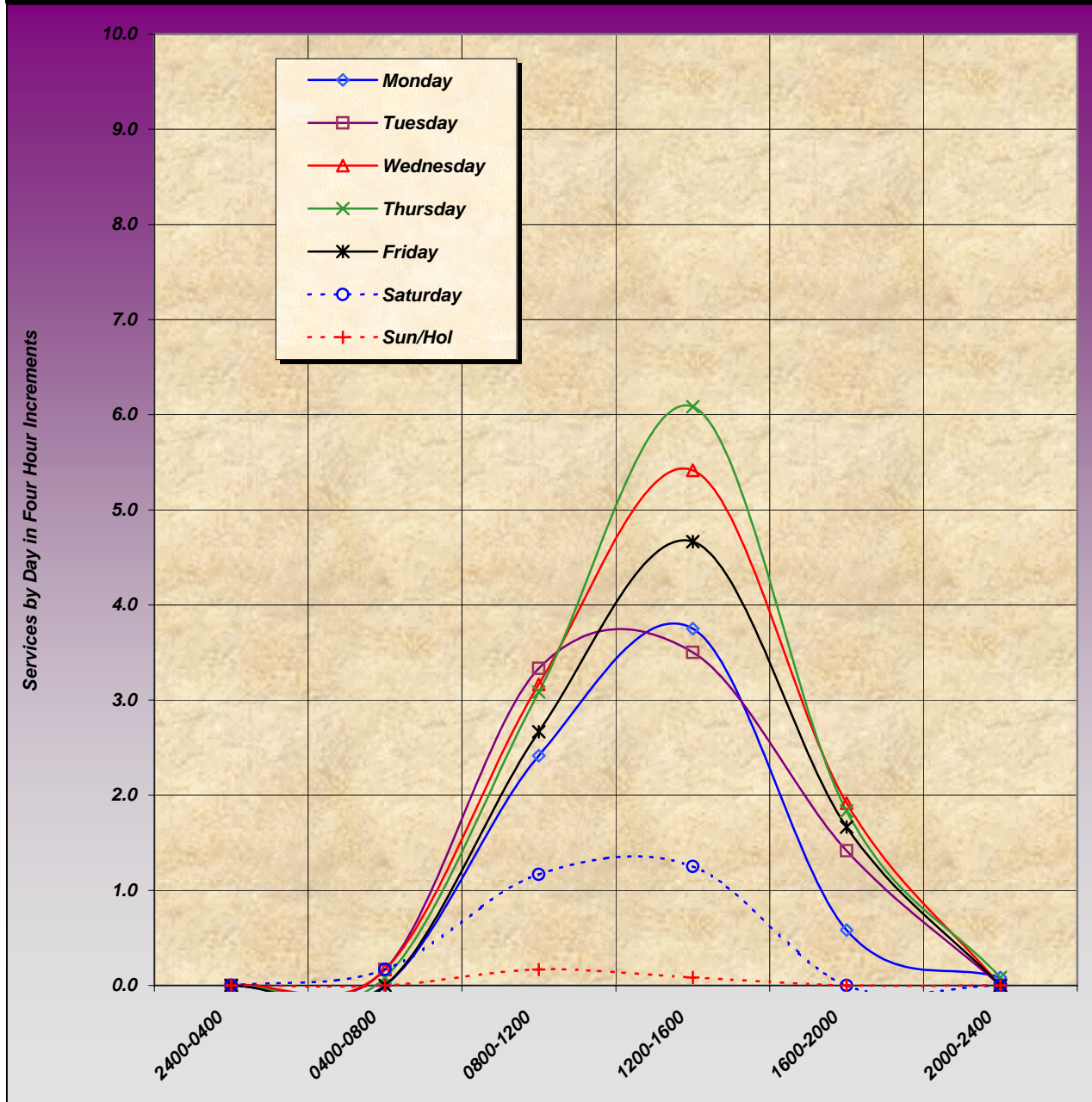
Day	2400-0400	0400-0800	0800-1200	1200-1600	1600-2000	2000-2400
Monday	0.0	0.0	0.1	0.4	0.1	0.1
Tuesday	0.0	0.0	0.7	0.4	0.3	0.0
Wednesday	0.0	0.0	0.6	0.6	0.3	0.0
Thursday	0.0	0.0	0.8	0.8	0.2	0.0
Friday	0.0	0.0	0.5	0.4	0.3	0.0
Saturday	0.0	0.0	0.3	0.3	0.0	0.0
Sun/Hol	0.0	0.0	0.0	0.0	0.0	0.0



# Exhibit of Refueling Services for FY00

## Total Fuel Services Workload by Day of the Week

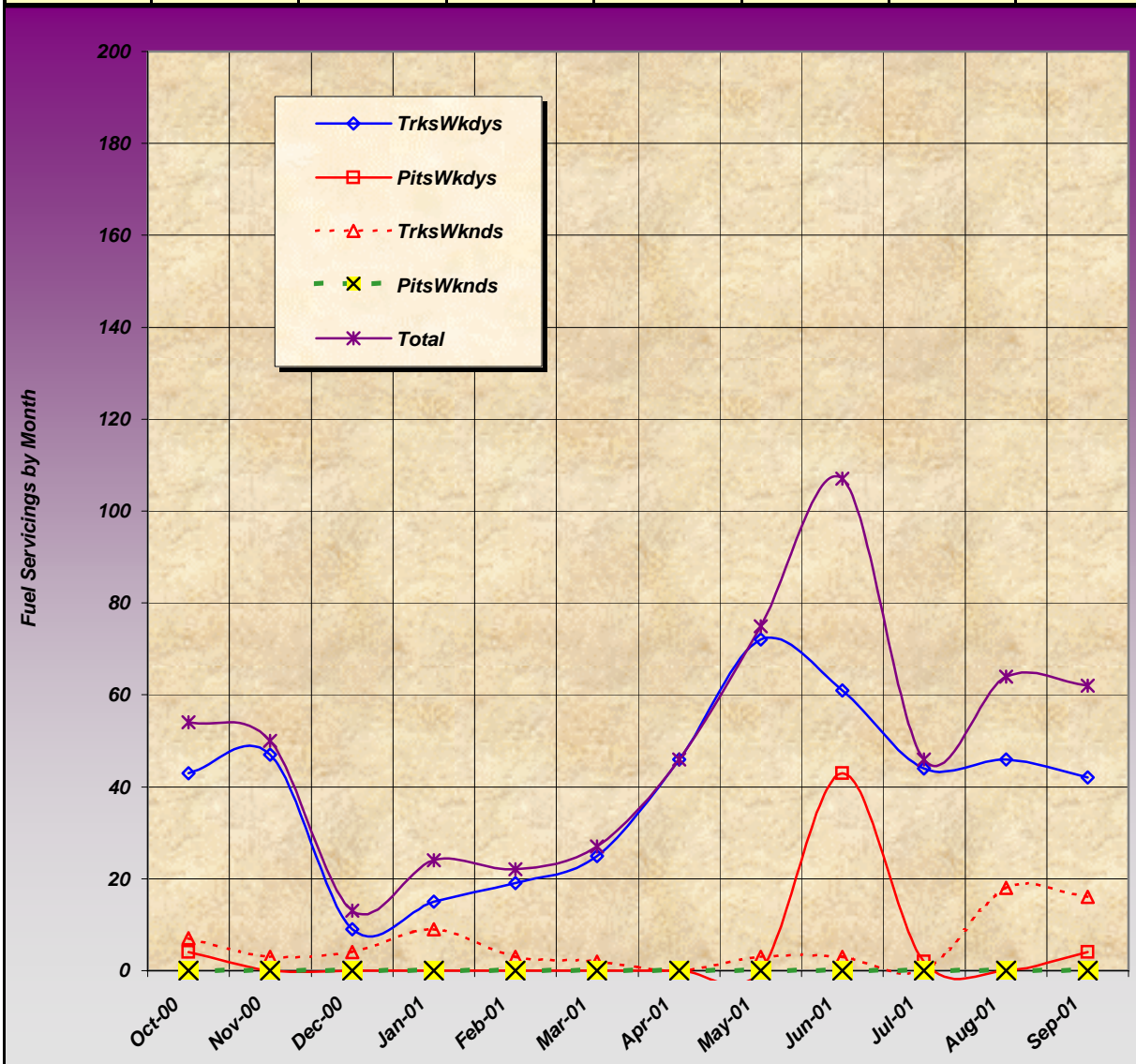
Day	2400-0400	0400-0800	0800-1200	1200-1600	1600-2000	2000-2400
Monday	0.0	0.0	2.4	3.8	0.6	0.1
Tuesday	0.0	0.2	3.3	3.5	1.4	0.0
Wednesday	0.0	0.2	3.2	5.4	1.9	0.0
Thursday	0.0	0.1	3.1	6.1	1.8	0.1
Friday	0.0	0.0	2.7	4.7	1.7	0.0
Saturday	0.0	0.2	1.2	1.3	0.0	0.0
Sun/Hol	0.0	0.0	0.2	0.1	0.0	0.0



## Exhibit of Refueling Services for FY01

### Type of Refueling Services and Total by Month

Month	TrksWkdys	PitsWkdys	TrksWknds	PitsWknds	TotalTrks	TotalPits	Total
Oct-00	43	4	7	0	50	4	54
Nov-00	47	0	3	0	50	0	50
Dec-00	9	0	4	0	13	0	13
Jan-01	15	0	9	0	24	0	24
Feb-01	19	0	3	0	22	0	22
Mar-01	25	0	2	0	27	0	27
Apr-01	46	0	0	0	46	0	46
May-01	72	0	3	0	75	0	75
Jun-01	61	43	3	0	64	43	107
Jul-01	44	2	0	0	44	2	46
Aug-01	46	0	18	0	64	0	64
Sep-01	42	4	16	0	58	4	62
Year Total	469	53	68	0	537	53	590

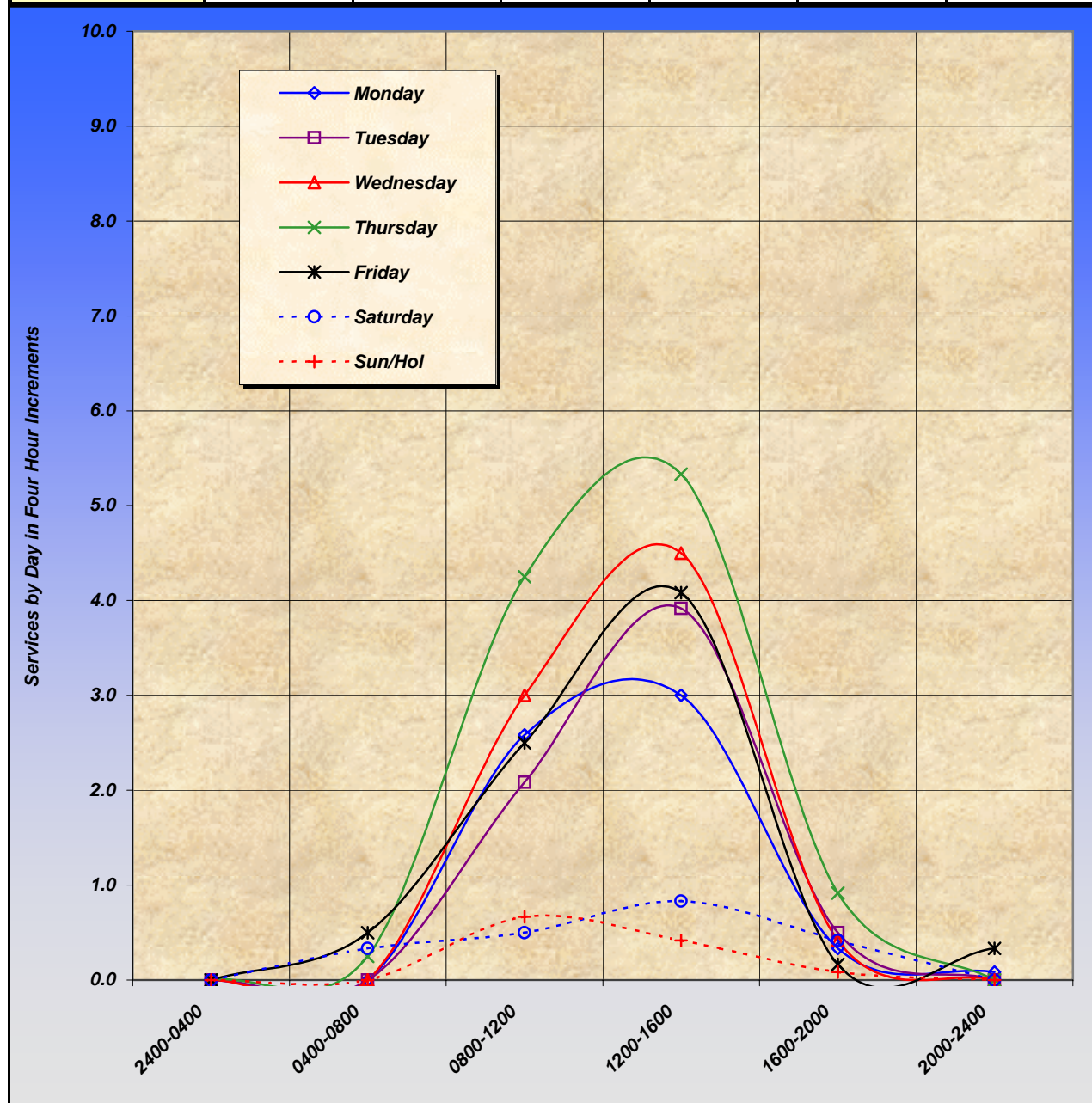




# Exhibit of Refueling Services for FY01

## Typical Truck Services Workload by Day of the Week

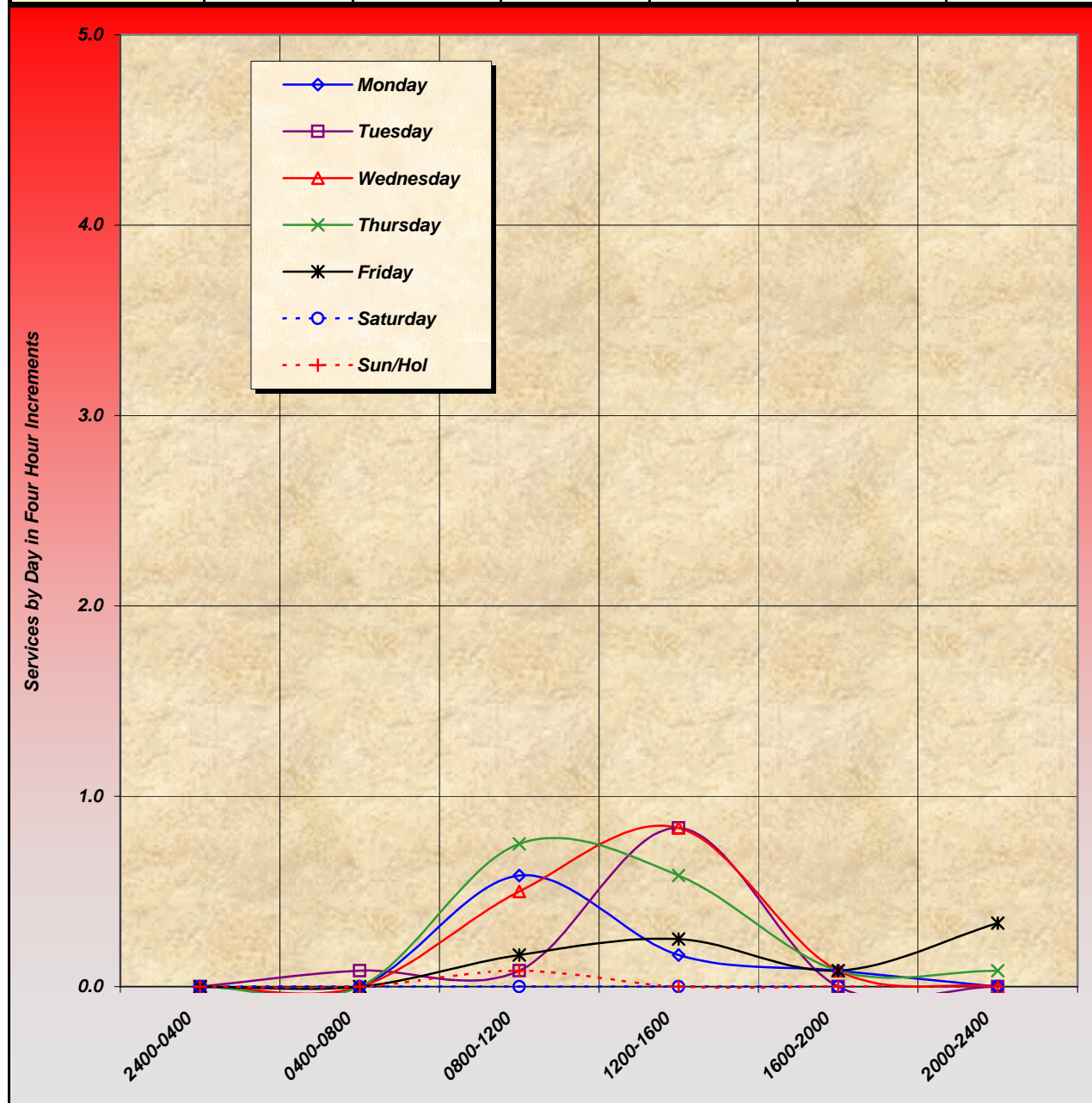
Day	2400-0400	0400-0800	0800-1200	1200-1600	1600-2000	2000-2400
Monday	0.0	0.0	2.6	3.0	0.3	0.1
Tuesday	0.0	0.0	2.1	3.9	0.5	0.0
Wednesday	0.0	0.0	3.0	4.5	0.4	0.0
Thursday	0.0	0.3	4.3	5.3	0.9	0.0
Friday	0.0	0.5	2.5	4.1	0.2	0.3
Saturday	0.0	0.3	0.5	0.8	0.4	0.0
Sun/Hol	0.0	0.0	0.7	0.4	0.1	0.0



# Exhibit of Refueling Services for FY01

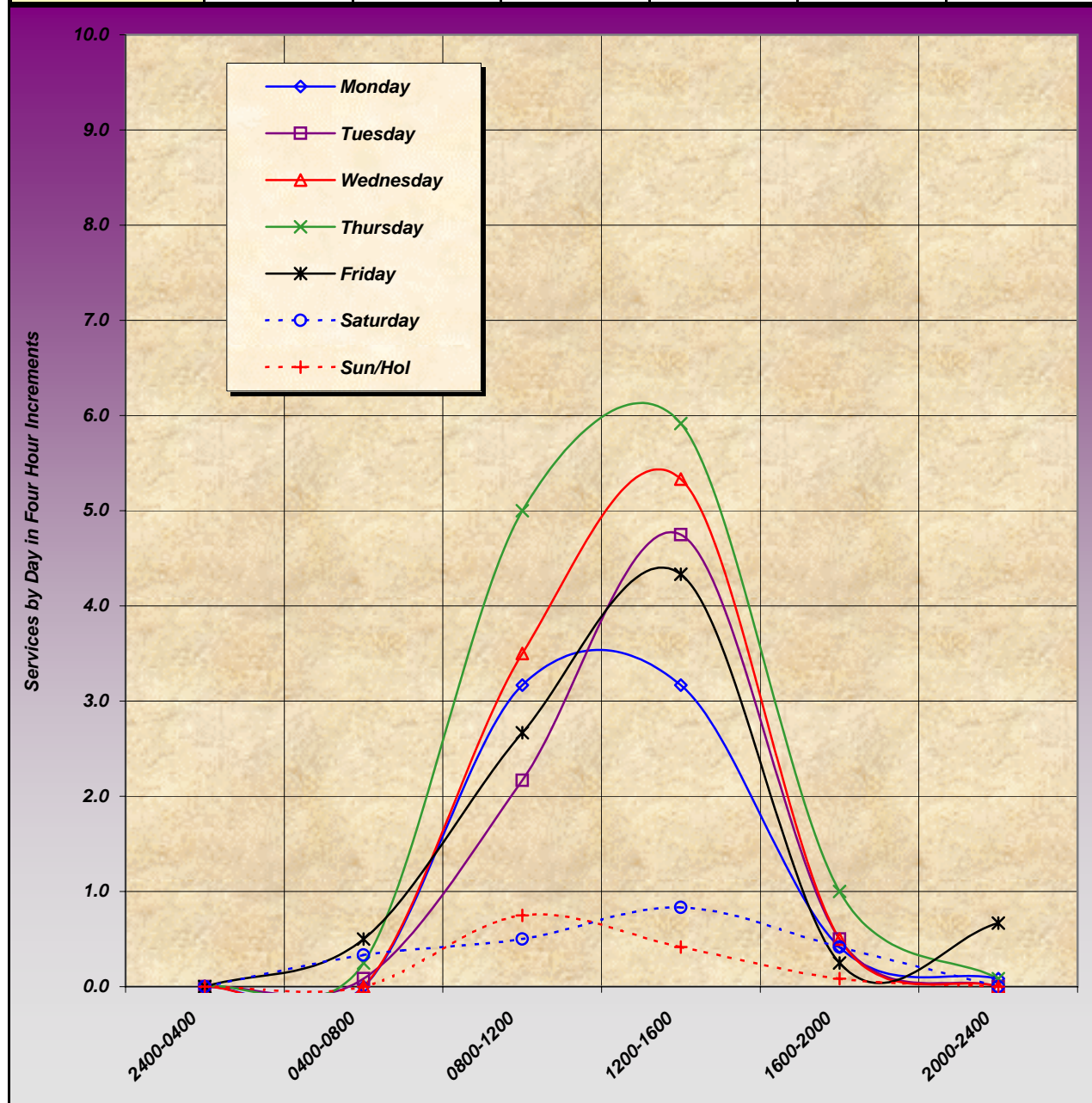
## Typical Pit Services Workload Data by Day of the Week

Day	2400-0400	0400-0800	0800-1200	1200-1600	1600-2000	2000-2400
Monday	0.0	0.0	0.6	0.2	0.1	0.0
Tuesday	0.0	0.1	0.1	0.8	0.0	0.0
Wednesday	0.0	0.0	0.5	0.8	0.1	0.0
Thursday	0.0	0.0	0.8	0.6	0.1	0.1
Friday	0.0	0.0	0.2	0.3	0.1	0.3
Saturday	0.0	0.0	0.0	0.0	0.0	0.0
Sun/Hol	0.0	0.0	0.1	0.0	0.0	0.0



**Exhibit of Refueling Services for FY01**  
**Total Fuel Services Workload Data by Day of the Week**

Day	2400-0400	0400-0800	0800-1200	1200-1600	1600-2000	2000-2400
Monday	0.0	0.0	3.2	3.2	0.4	0.1
Tuesday	0.0	0.1	2.2	4.8	0.5	0.0
Wednesday	0.0	0.0	3.5	5.3	0.5	0.0
Thursday	0.0	0.3	5.0	5.9	1.0	0.1
Friday	0.0	0.5	2.7	4.3	0.3	0.7
Saturday	0.0	0.3	0.5	0.8	0.4	0.0
Sun/Hol	0.0	0.0	0.8	0.4	0.1	0.0

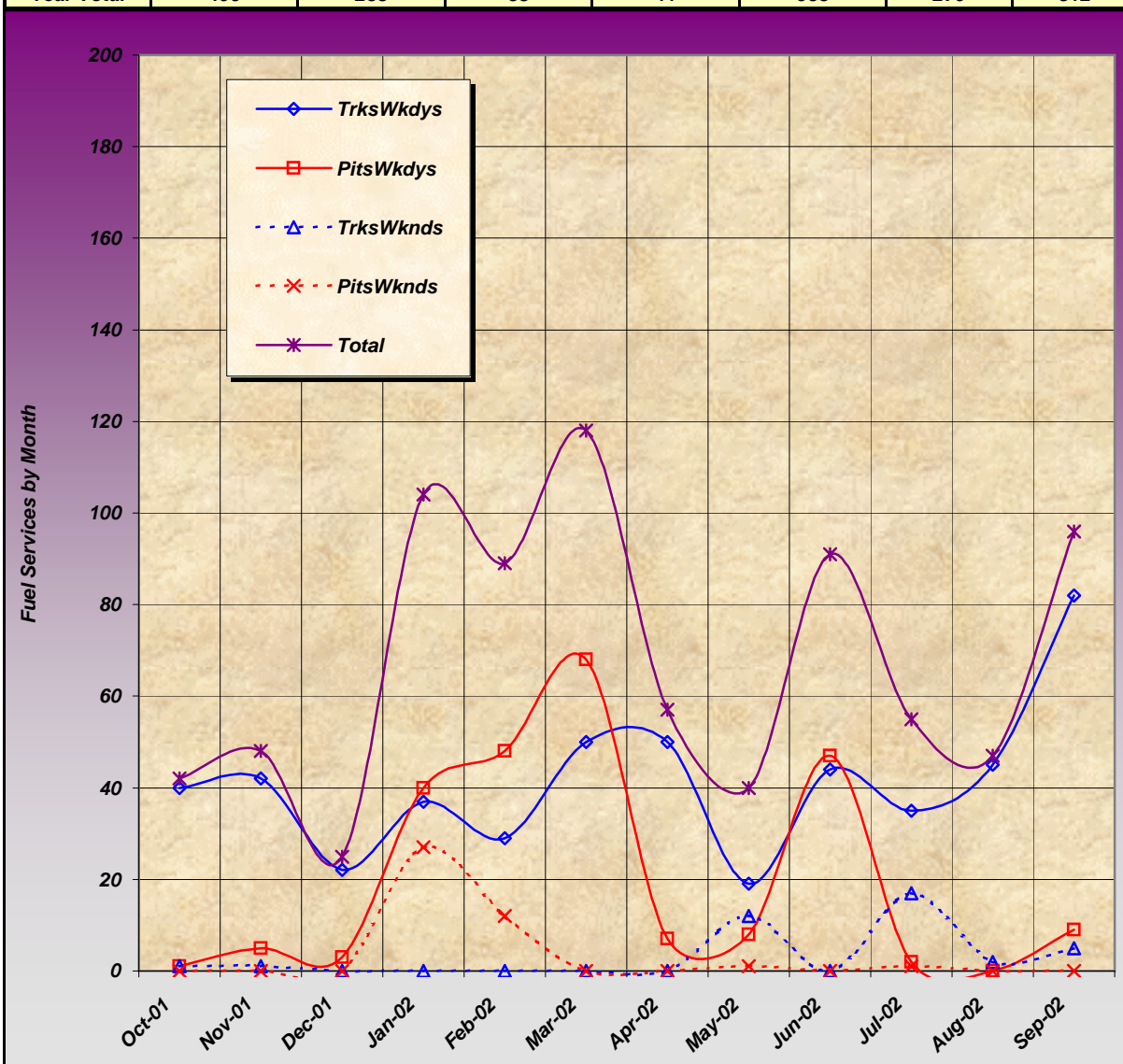




## Exhibit of Refueling Services for FY02

### Type of Refueling Services and Total by Month

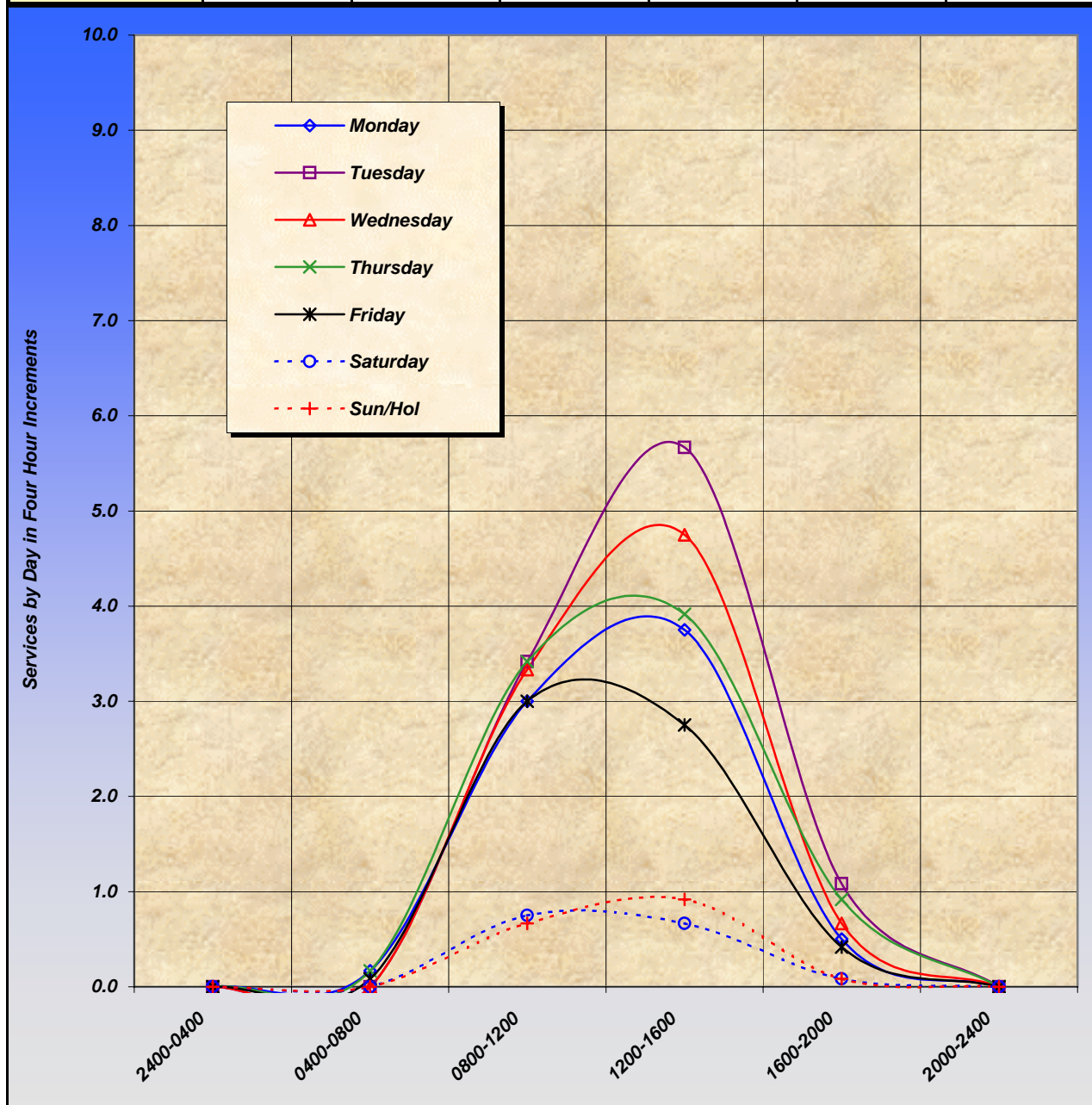
Month	TrksWkdys	PitsWkdys	TrksWknds	PitsWknds	TotalTrks	TotalPits	Total
Oct-01	40	1	1	0	41	1	42
Nov-01	42	5	1	0	43	5	48
Dec-01	22	3	0	0	22	3	25
Jan-02	37	40	0	27	37	67	104
Feb-02	29	48	0	12	29	60	89
Mar-02	50	68	0	0	50	68	118
Apr-02	50	7	0	0	50	7	57
May-02	19	8	12	1	31	9	40
Jun-02	44	47	0	0	44	47	91
Jul-02	35	2	17	1	52	3	55
Aug-02	45	0	2	0	47	0	47
Sep-02	82	9	5	0	87	9	96
Year Total	495	238	38	41	533	279	812



# Exhibit of Refueling Services for FY02

## Typical Truck Services Workload by Day of the Week

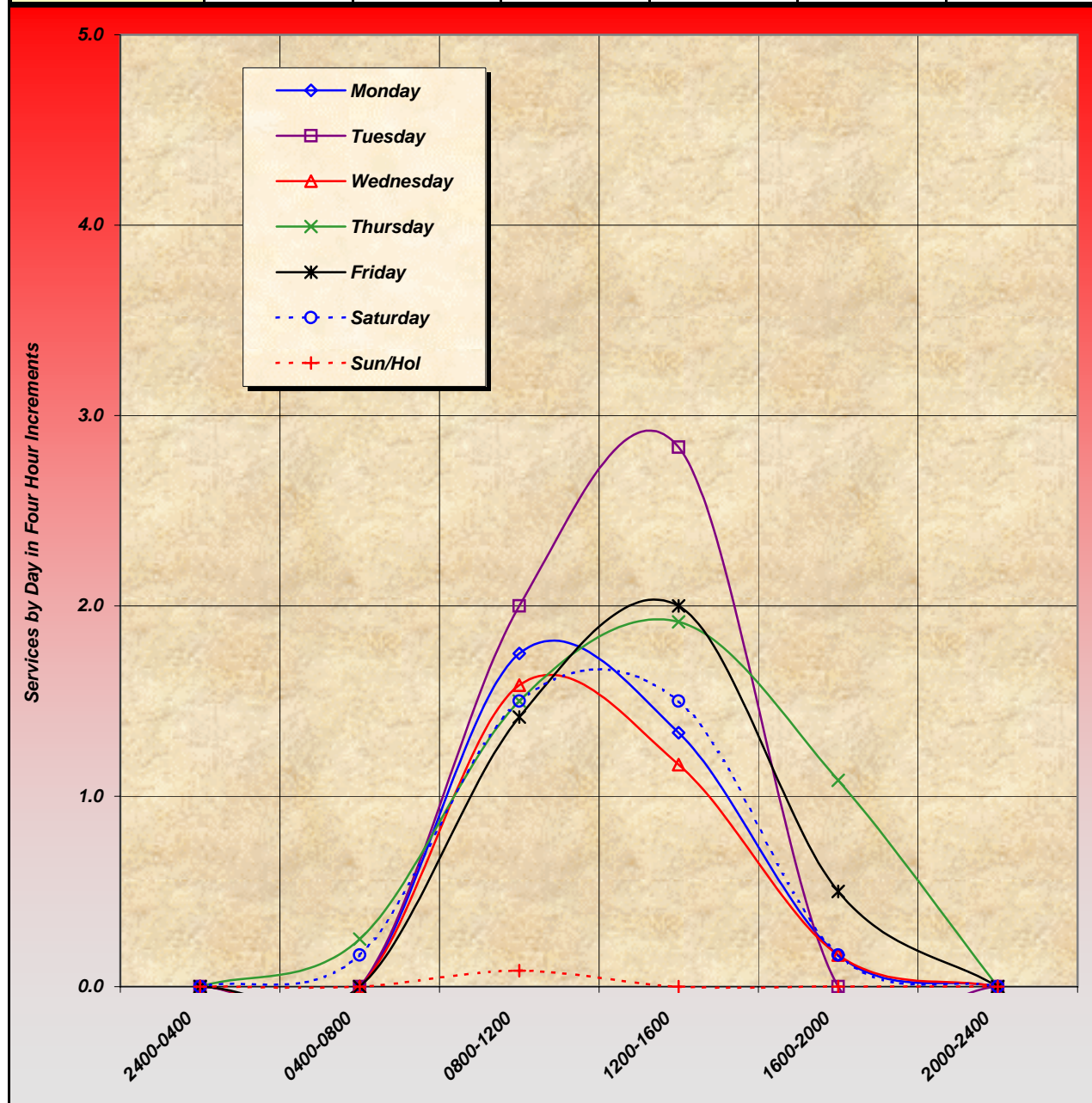
Day	2400-0400	0400-0800	0800-1200	1200-1600	1600-2000	2000-2400
Monday	0.0	0.2	3.0	3.8	0.5	0.0
Tuesday	0.0	0.0	3.4	5.7	1.1	0.0
Wednesday	0.0	0.0	3.3	4.8	0.7	0.0
Thursday	0.0	0.2	3.4	3.9	0.9	0.0
Friday	0.0	0.1	3.0	2.8	0.4	0.0
Saturday	0.0	0.0	0.8	0.7	0.1	0.0
Sun/Hol	0.0	0.0	0.7	0.9	0.1	0.0



# Exhibit of Refueling Services for FY02

## Typical Pit Services Workload by Day of the Week

Day	2400-0400	0400-0800	0800-1200	1200-1600	1600-2000	2000-2400
Monday	0.0	0.0	1.8	1.3	0.2	0.0
Tuesday	0.0	0.0	2.0	2.8	0.0	0.0
Wednesday	0.0	0.0	1.6	1.2	0.2	0.0
Thursday	0.0	0.3	1.5	1.9	1.1	0.0
Friday	0.0	0.0	1.4	2.0	0.5	0.0
Saturday	0.0	0.2	1.5	1.5	0.2	0.0
Sun/Hol	0.0	0.0	0.1	0.0	0.0	0.0

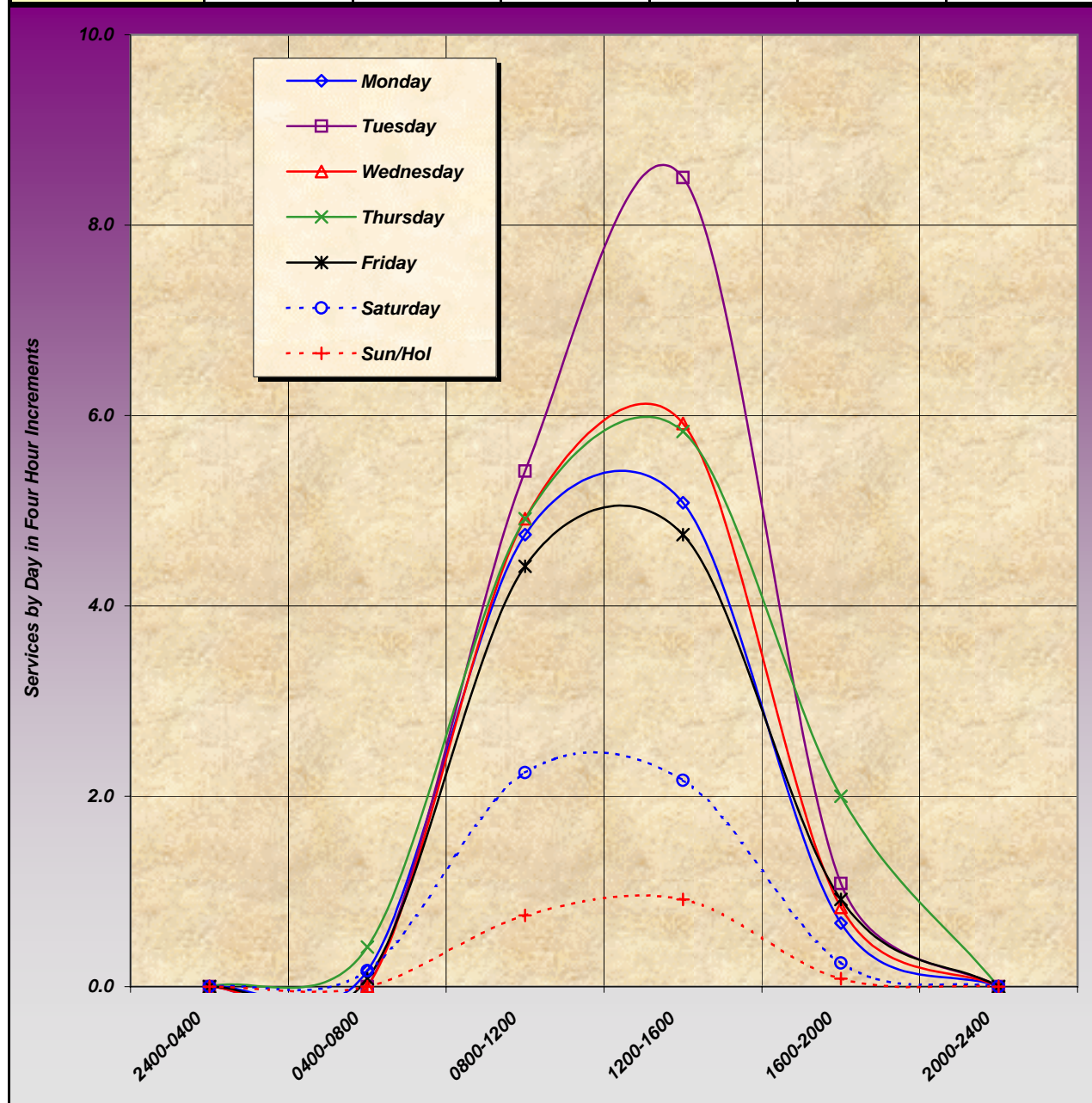




# Exhibit of Refueling Services for FY02

## Total Fuel Services Workload by Day of the Week

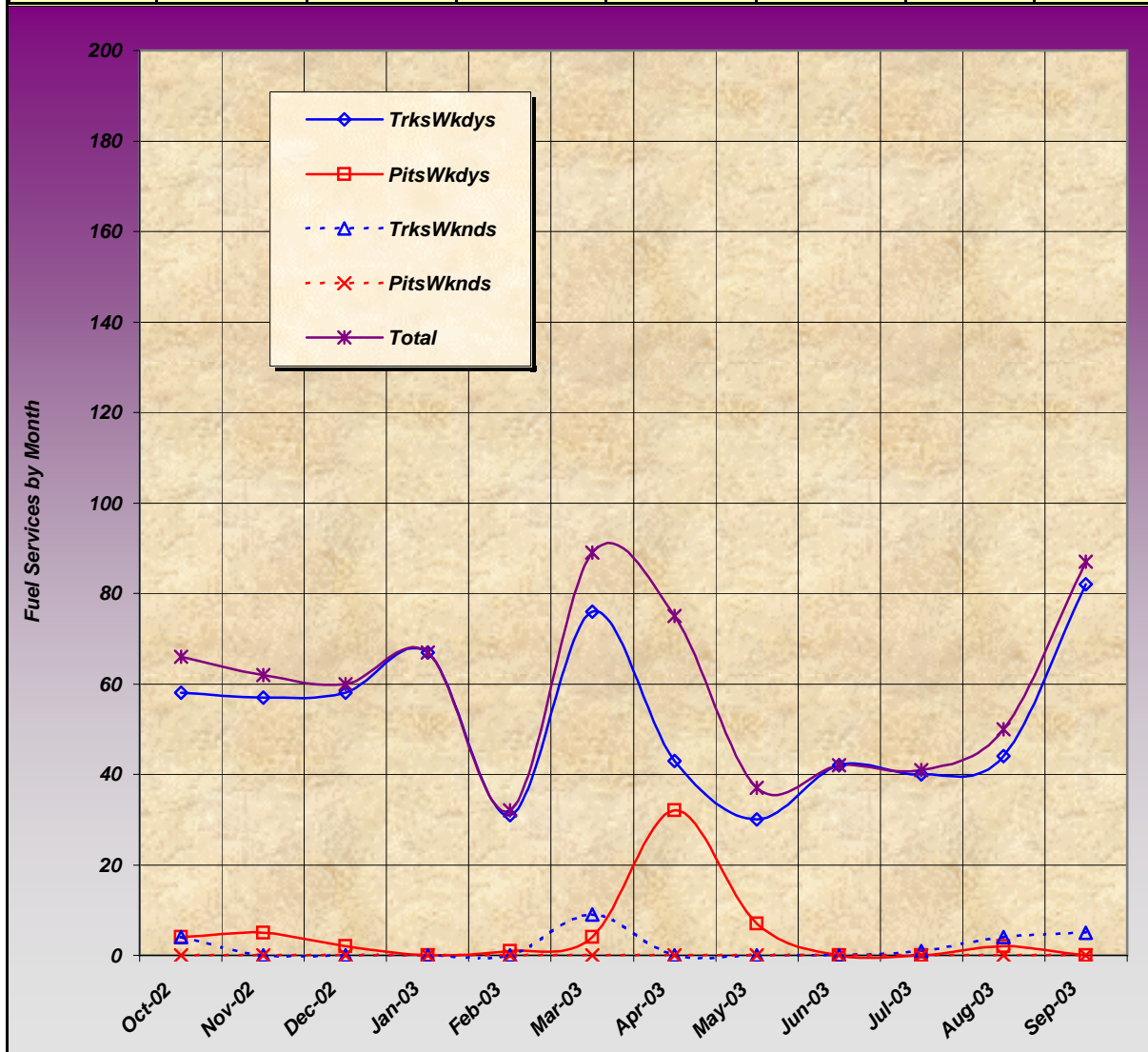
Day	2400-0400	0400-0800	0800-1200	1200-1600	1600-2000	2000-2400
Monday	0.0	0.2	4.8	5.1	0.7	0.0
Tuesday	0.0	0.0	5.4	8.5	1.1	0.0
Wednesday	0.0	0.0	4.9	5.9	0.8	0.0
Thursday	0.0	0.4	4.9	5.8	2.0	0.0
Friday	0.0	0.1	4.4	4.8	0.9	0.0
Saturday	0.0	0.2	2.3	2.2	0.3	0.0
Sun/Hol	0.0	0.0	0.8	0.9	0.1	0.0





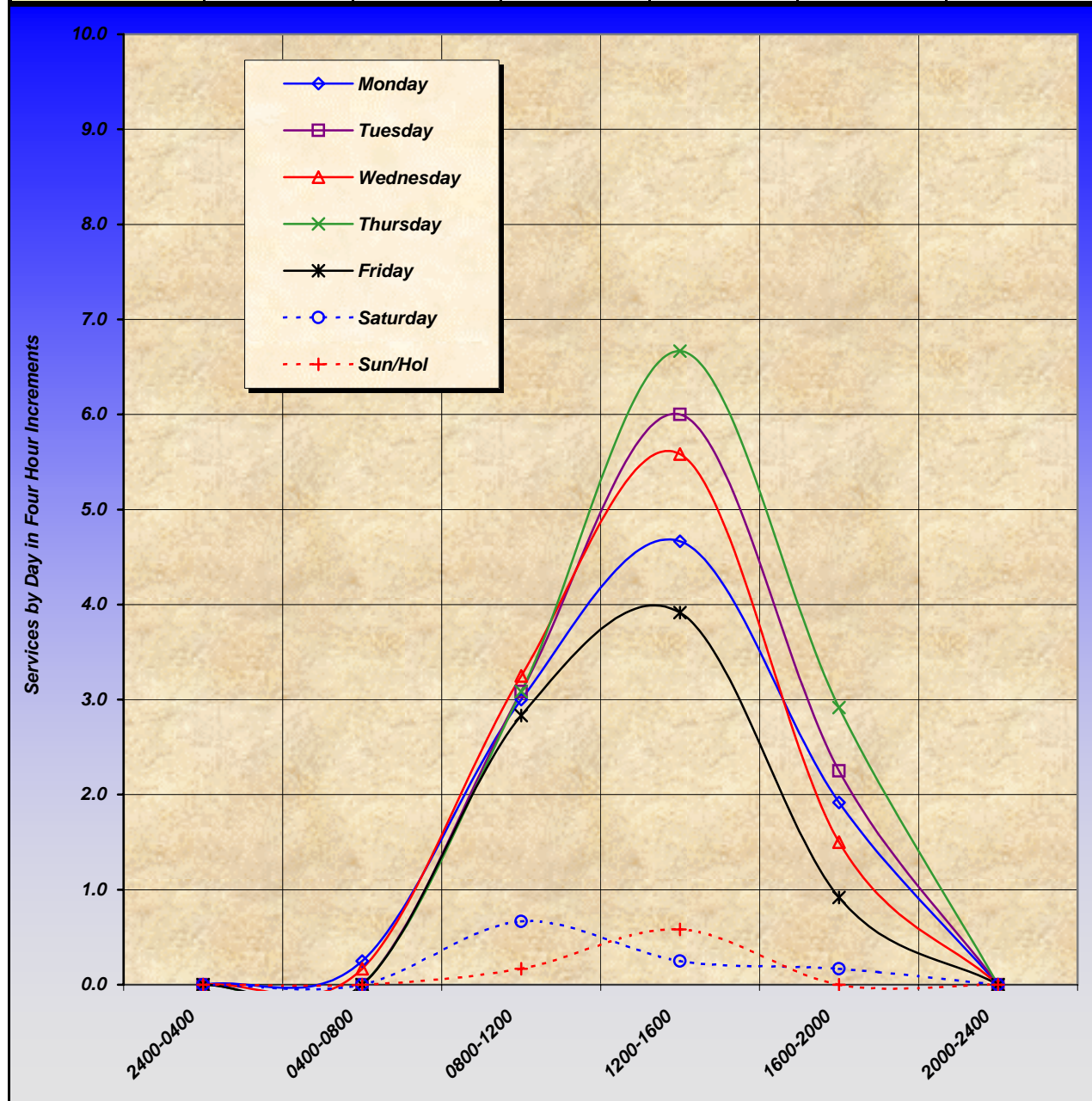
**Exhibit of Refueling Services for FY03**  
**Fuel Services Workload Data for Truck and Pit**

Month	TrksWkdys	PitsWkdys	TrksWknds	PitsWknds	TotalTrks	TotalPits	Total
Oct-02	58	4	4	0	62	4	66
Nov-02	57	5	0	0	57	5	62
Dec-02	58	2	0	0	58	2	60
Jan-03	67	0	0	0	67	0	67
Feb-03	31	1	0	0	31	1	32
Mar-03	76	4	9	0	85	4	89
Apr-03	43	32	0	0	43	32	75
May-03	30	7	0	0	30	7	37
Jun-03	42	0	0	0	42	0	42
Jul-03	40	0	1	0	41	0	41
Aug-03	44	2	4	0	48	2	50
Sep-03	82	0	5	0	87	0	87
Year Total	628	57	23	0	651	57	708



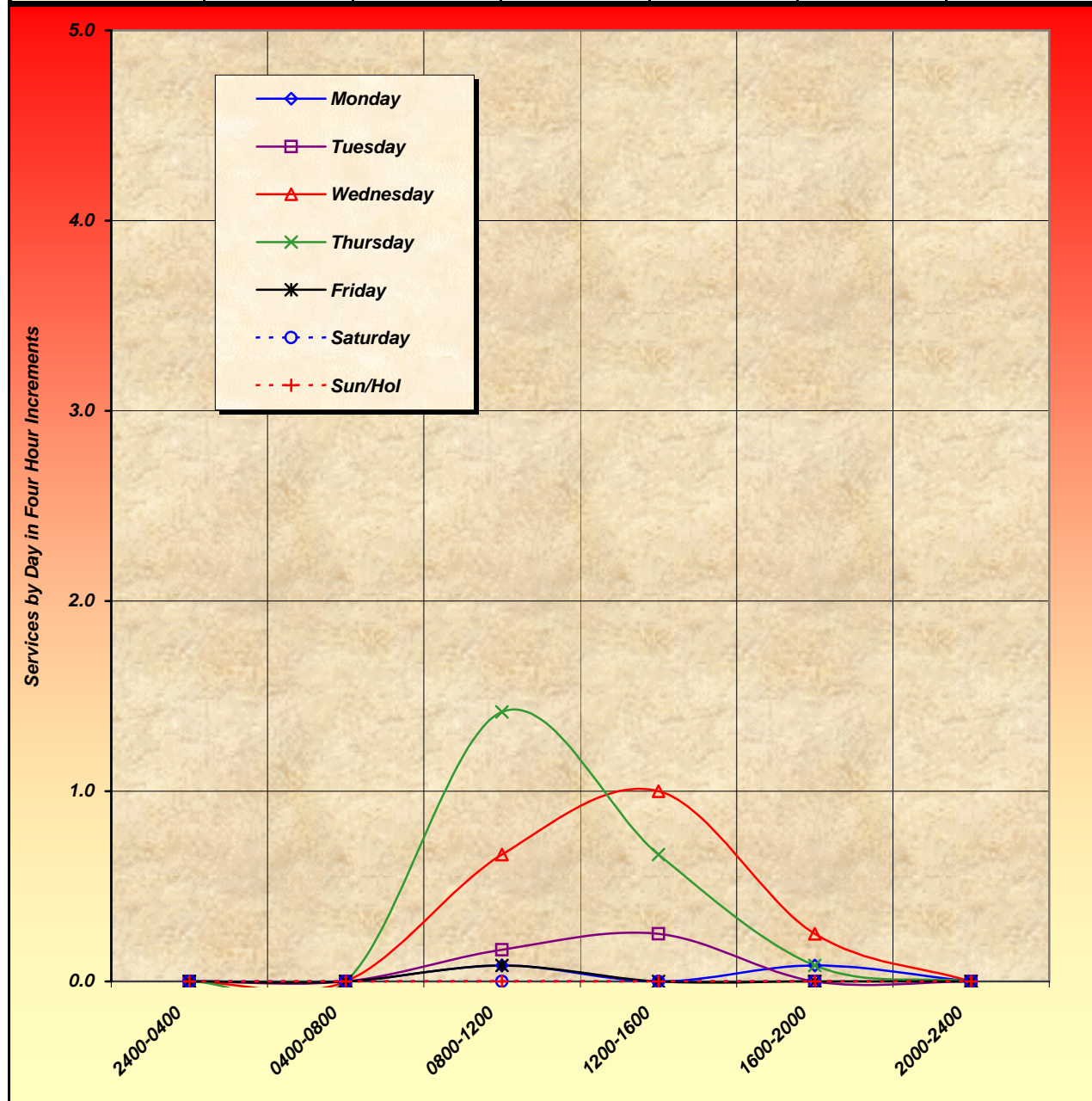
**Exhibit of Refueling Services for FY03**  
**Typical Truck Services Workload by Day of the Week**

Day	2400-0400	0400-0800	0800-1200	1200-1600	1600-2000	2000-2400
Monday	0.0	0.3	3.0	4.7	1.9	0.0
Tuesday	0.0	0.0	3.1	6.0	2.3	0.0
Wednesday	0.0	0.2	3.3	5.6	1.5	0.0
Thursday	0.0	0.0	3.1	6.7	2.9	0.0
Friday	0.0	0.0	2.8	3.9	0.9	0.0
Saturday	0.0	0.0	0.7	0.3	0.2	0.0
Sun/Hol	0.0	0.0	0.2	0.6	0.0	0.0



**Exhibit of Refueling Services for FY03**  
**Typical Pit Services Workload by Day of the Week**

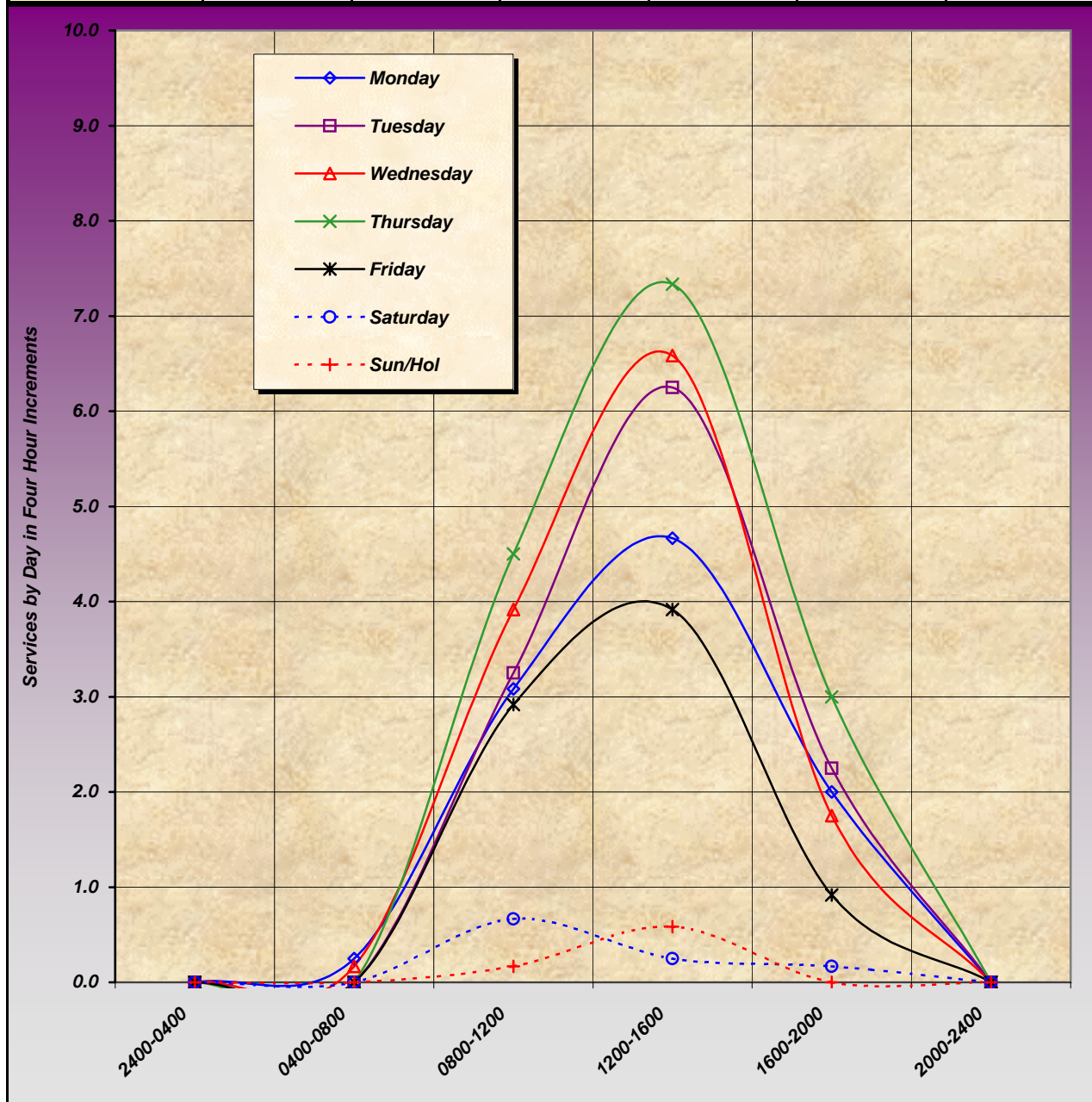
Day	2400-0400	0400-0800	0800-1200	1200-1600	1600-2000	2000-2400
Monday	0.0	0.0	0.1	0.0	0.1	0.0
Tuesday	0.0	0.0	0.2	0.3	0.0	0.0
Wednesday	0.0	0.0	0.7	1.0	0.3	0.0
Thursday	0.0	0.0	1.4	0.7	0.1	0.0
Friday	0.0	0.0	0.1	0.0	0.0	0.0
Saturday	0.0	0.0	0.0	0.0	0.0	0.0
Sun/Hol	0.0	0.0	0.0	0.0	0.0	0.0





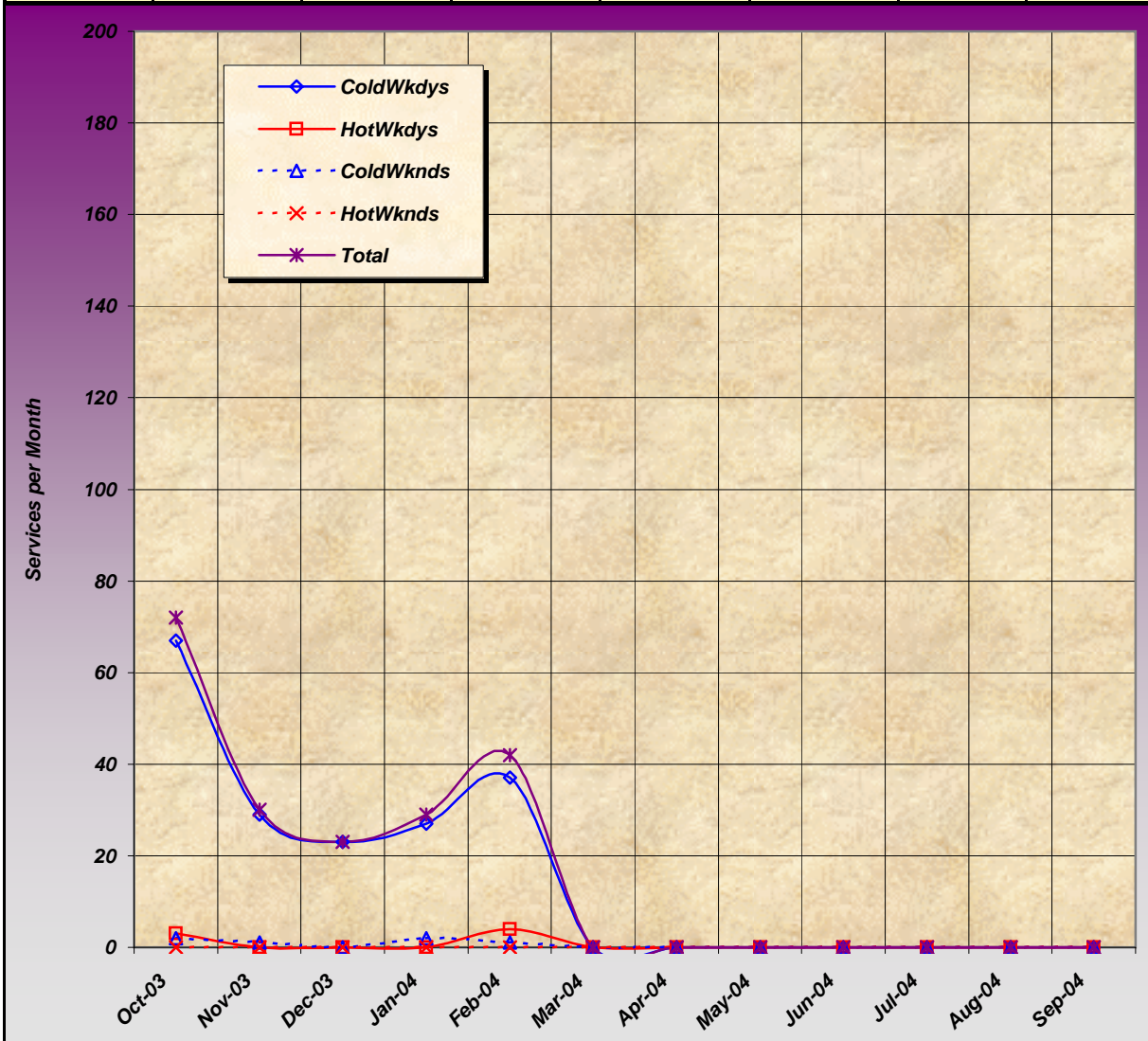
**Exhibit of Refueling Services for FY03**  
**Typical Pit Services Workload by Day of the Week**

Day	2400-0400	0400-0800	0800-1200	1200-1600	1600-2000	2000-2400
Monday	0.0	0.3	3.1	4.7	2.0	0.0
Tuesday	0.0	0.0	3.3	6.3	2.3	0.0
Wednesday	0.0	0.2	3.9	6.6	1.8	0.0
Thursday	0.0	0.0	4.5	7.3	3.0	0.0
Friday	0.0	0.0	2.9	3.9	0.9	0.0
Saturday	0.0	0.0	0.7	0.3	0.2	0.0
Sun/Hol	0.0	0.0	0.2	0.6	0.0	0.0



**Exhibit of Refueling Services  
Movements per Month for FY04**

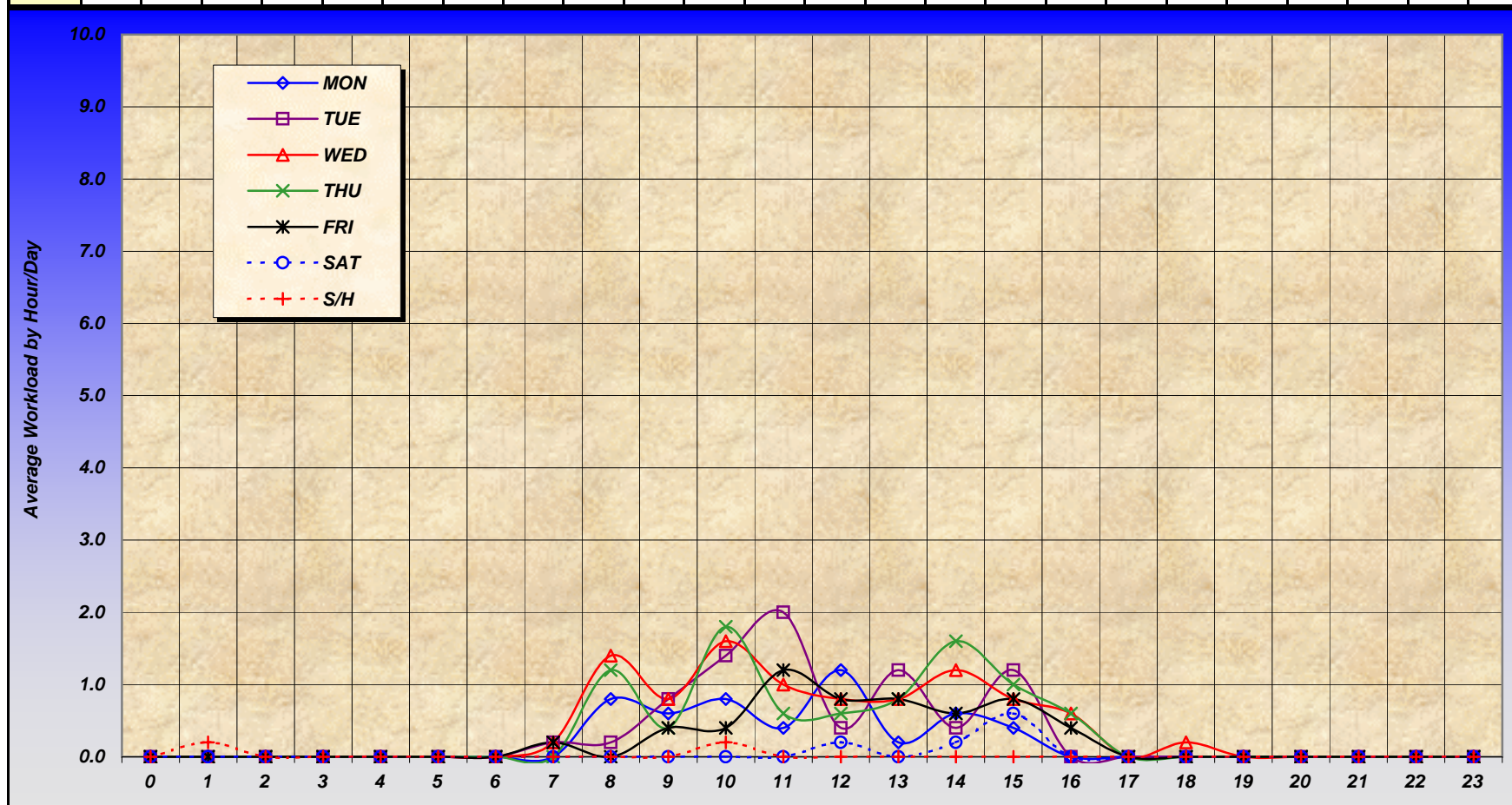
Month	ColdWkdys	HotWkdys	ColdWknds	HotWknds	TotalCold	TotalHot	Total
Oct-03	67	3	2	0	69	3	72
Nov-03	29	0	1	0	30	0	30
Dec-03	23	0	0	0	23	0	23
Jan-04	27	0	2	0	29	0	29
Feb-04	37	4	1	0	38	4	42
Mar-04	0	0	0	0	0	0	0
Apr-04	0	0	0	0	0	0	0
May-04	0	0	0	0	0	0	0
Jun-04	0	0	0	0	0	0	0
Jul-04	0	0	0	0	0	0	0
Aug-04	0	0	0	0	0	0	0
Sep-04	0	0	0	0	0	0	0
Year Total	183	7	6	0	189	7	196



# Exhibit of Truck (Cold Refueling) Services for FY04

SP0600-04-R-0074

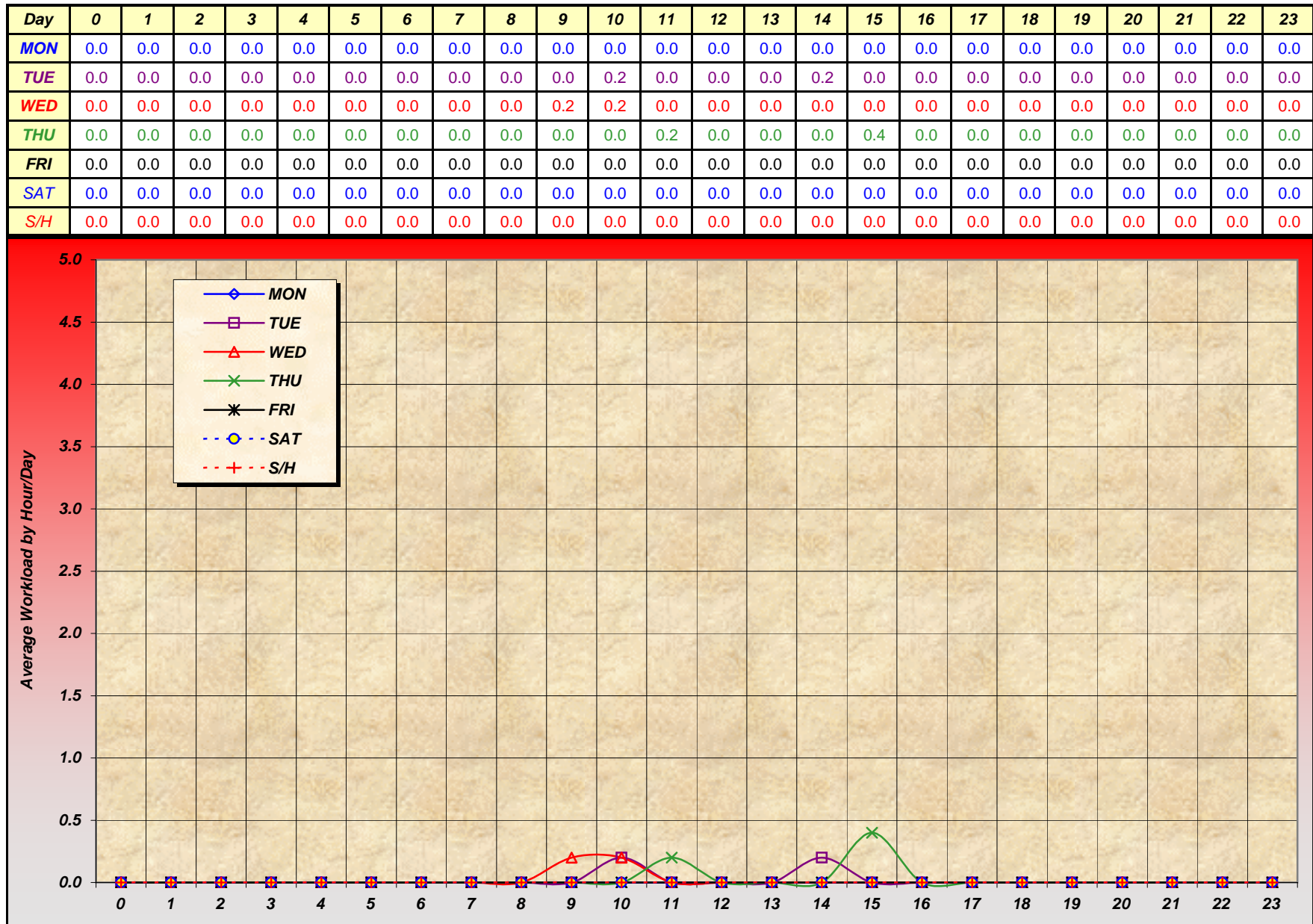
Day	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
MON	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.8	0.6	0.8	0.4	1.2	0.2	0.6	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TUE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.8	1.4	2.0	0.4	1.2	0.4	1.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
WED	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	1.4	0.8	1.6	1.0	0.8	0.8	1.2	0.8	0.6	0.0	0.2	0.0	0.0	0.0	0.0	0.0
THU	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.4	1.8	0.6	0.6	0.8	1.6	1.0	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
FRI	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.4	0.4	1.2	0.8	0.8	0.6	0.8	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
SAT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.2	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
S/H	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0





# Exhibit of Pit & Truck (Hot Refueling) Services for FY04

SP0600-04-R-0074





# Exhibit of All Refueling Services for FY04

SP0600-04-R-0074

